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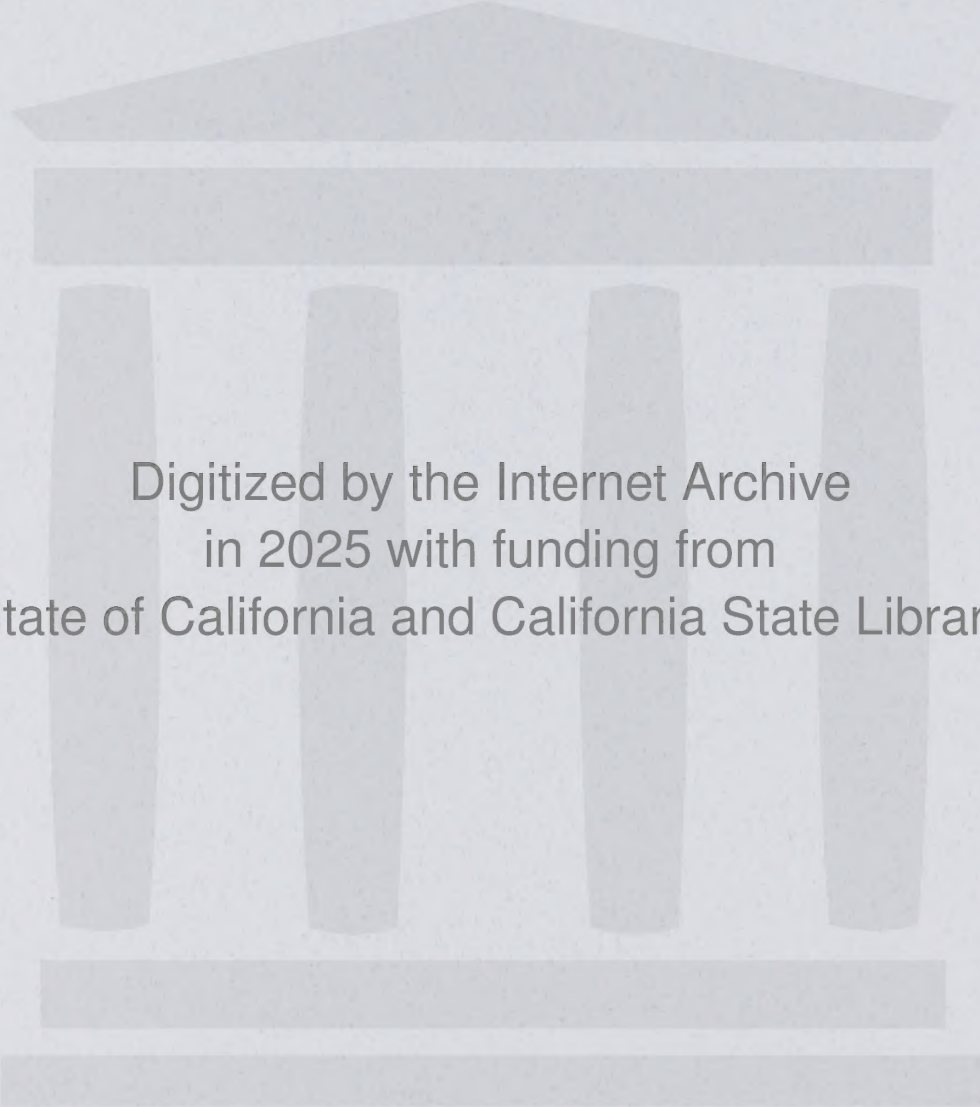
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General Plan

Policy Document

May 21, 2001



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**CRESCENT CITY GENERAL PLAN UPDATE
ADOPTION, APPLICATION AND EFFECTIVE DATES**

On May 21, 2001 the City Council of the City of Crescent City adopted Resolution 2001-11 which states:

BE IT FURTHER RESOLVED THAT the City Council of the City of Crescent City hereby adopts the Crescent City General Plan Update (a copy of which is on file in the office of the City Clerk), consisting of the Background Report and General Plan Policy Document with Diagram maps, for those incorporated Crescent City areas which are not within the California Coastal Zone, to be in effect upon the City's adoption of a General Plan Implementation Ordinance Update.

BE IT FURTHER RESOLVED THAT the City Council of the City of Crescent City hereby adopts the Crescent City General Plan Update as a Local Coastal Plan Update (a copy of which is on file in the office of the City Clerk), consisting of the Background Report and General Plan Policy Document with Diagram maps, for those incorporated Crescent City areas which are within the California Coastal Zone, to be in effect upon the certification of the Plan and its Implementation Ordinance Update by the California Coastal Commission.

BE IT FURTHER RESOLVED THAT the City Council of the City of Crescent City hereby adopts the Crescent City General Plan Update (a copy of which is on file in the office of the City Clerk), consisting of the Background Report and General Plan Policy Document with Diagram maps, as a pre-annexation plan for those unincorporated areas within the Crescent City Urban Boundary.

On May 21, 2001 the City Council also directed its staff and Planning Commission to begin the timely preparation of an Implementation Ordinance Update. It is anticipated that the Council will consider action on the Implementation Ordinance Update in late 2001. It is anticipated that the Ordinance will then be submitted to the California Coastal Commission for certification which is anticipated in mid-2002.

May 2001



CITY OF CRESCENT CITY GENERAL PLAN

POLICY DOCUMENT

Prepared by

**J. LAURENCE MINTIER & ASSOCIATES
JONES & STOKES ASSOCIATES
STEPHEN LOWENS, P.E.
CRESCENT CITY PLANNING DEPARTMENT**

May 21, 2001

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PART I:

INTRODUCTION/SUMMARY

PART I

GENERAL PLAN INTRODUCTION AND SUMMARY

INTRODUCTION



NATURE, CONTENT, AND PURPOSE OF THE GENERAL PLAN

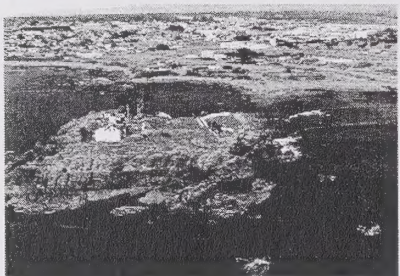
This General Plan formalizes a long-term vision for the physical evolution of Crescent City and outlines policies, standards, and programs to guide day-to-day decisions concerning Crescent City's development. Designed to meet State general plan and coastal planning requirements, the General Plan consists of two documents: this *General Plan Policy Document* and a *General Plan Background Report*. This *Policy Document* is divided into two parts. Part I is the General Plan Introduction and Summary, which provides background about the General Plan, describes Crescent City's land use history, and reviews the plan's major themes and proposals. This section is a summary only, and does not set official policy. The lengthier and more detailed Part II presents Crescent City's formal General Plan policy statements in the form of goals, policies, standards, implementation programs, and quantified objectives, expressed in both text and diagrams.

A general plan is a legal document that serves as a community's "blue print" or "constitution" for land use and development. State law requires that every city and county in California adopt a general plan that is comprehensive and long-term. The plans must outline proposals for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning (California Government Code Section 65300 et seq.).

General plans must be comprehensive both in their geographic coverage and in the range of subjects they cover. In the case of the Crescent City General Plan, the geographic coverage is the city's Planning Area, which encompasses incorporated territory and unincorporated territory that may directly or indirectly affect the city's future development.

General plans must be long-term in perspective. General plan time horizons vary, but typically range anywhere from 15 to 25 years into the future. In the case of the Crescent City General Plan Update, the City has established the time horizon as the year 2020.

Every general plan in California must address seven topics or "elements." The importance of each of the seven required topics will, of course, vary from community to community. Following are brief



descriptions of what State law requires be addressed in each of the seven elements.

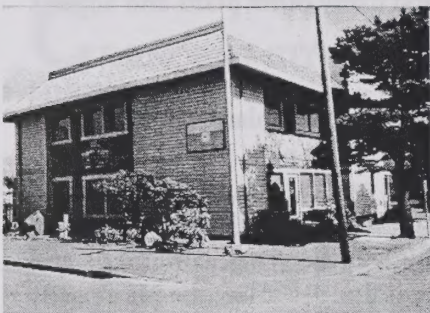
1. The Land Use Element designates the general distribution and intensity of all uses of the land in the community. This includes residential uses, commercial uses, industrial uses, public facilities, and open space, among others.
2. The Circulation Element identifies the general location and extent of existing and proposed major transportation facilities, including major roadways, rail and transit, and airports.
3. The Housing Element is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups that also embodies policies and programs for providing adequate housing.
4. The Conservation Element addresses the conservation; development; and use of natural resources including water, forests, soils, rivers, and mineral deposits.
5. Overlapping the conservation element, the Open Space Element details plans and measures for preserving open space for: protection of natural resources—such as wildlife habitat; the managed production of resources—such as agricultural and timber land; outdoor recreation—such as parks, trails, and scenic vistas; and public health and safety—such as areas subject to geologic hazards, tsunamis, flooding, and fires.
6. The Noise Element identifies and appraises noise problems and includes policies to protect the community from excessive noise.
7. The *Safety Element* establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.

The general plan may also address other topics that the community feels are relevant to its development, such as scenic resources, historic preservation, and urban design.

For each locally-relevant mandated issue or optional issue addressed, the general plan must do the following:

- Describe the nature and significance of the issue in the community (Background Information)
- Set-out policy in text and maps for how the jurisdiction will

PURPOSES OF THIS GENERAL PLAN



IMPLEMENTING THE GENERAL PLAN

respond to the issue (Policy)

- Outline specific programs for implementing policies (Implementation Programs)

The format and structure of the general plan is left to local discretion, but regardless of the format or issues addressed, all substantive parts of the plan must be consistent with one another (i.e., internally consistent). For instance, the policies in the land use element must be consistent with those of the housing element and vice versa.

Updating Crescent City's General Plan will serve several important purposes related to the way the City plans and how the community participates in the planning process. These purposes include the following:

- Establishing within City government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the Crescent City community;
- Identifying of Crescent City's environmental, social, and economic goals;
- Recording the City government's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;
- Providing Crescent City's citizens with information about their community and with opportunities to participate in the local planning and decision-making process;
- Improving the coordination of community development and environmental protection activities among the City, Del Norte County, and other regional, State, and Federal agencies; and
- Establishing a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies, to deal with unique problems or areas in the community.

Carrying out the plan following its adoption requires a number of individual actions and outgoing programs involving virtually every City department, special district (i.e., Harbor District), non-profit organization, and many other public agencies and private organizations. The legal authority for these various actions and programs derive from two essential powers of local government: corporate and police powers. Using their "corporate power," local governments collect money

through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, drainage facilities, and parks. Using their “police power,” local governments regulate the use of private property through zoning, subdivision, and building regulations in order “to promote the health, safety, and welfare of the public.” The general plan provides the formal framework for the exercise of these powers by local officials.

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early 1970s has increasingly insisted that the actions and decisions of local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law. Zoning must be consistent with the general plan. Local government approval of subdivisions must be consistent with the general plan. Local public works projects must be consistent with the general plan. The same is true for development agreements, coastal zoning, redevelopment plans, specific plans, and many other plans and actions of cities and counties.

REVISING AND AMENDING THE GENERAL PLAN

The general plan is a long-term document with a planning horizon of 15 to 25 years. To achieve its purposes, the plan must be flexible enough to respond to changing conditions and at the same time specific enough to provide predictability and consistency in guiding day-to-day land use and development decisions. Over the years, conditions and community needs change and new opportunities arise; the plan needs to keep up with these changes and new opportunities. Every year the Planning Commission should review the plan’s implementation programs to assess the City’s progress in carrying out the plan. Every five to ten years, the plan should be thoroughly reviewed and updated as necessary. From time to time, the City will be asked to consider proposals for specific amendments to the plan. The City will initiate some of these proposals itself, but most will be initiated by private property owners and developers. Most general plan amendments involve changes in land use designations for individual parcels.

State law limits general plan amendments to four times per year, but each amendment can include multiple changes. Like the adoption of the general plan itself, general amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan.

REGIONAL SETTING AND PLANNING AREA



Crescent City is the northernmost incorporated city on the California Coast. The city, which covers approximately 1.4 square miles or 900 acres, is bounded by the ocean, broad beaches, coastal bluffs, the Crescent City Harbor, scattered forests, and rural residences. Crescent City is the most urbanized part of the Del Norte County and is the county's only incorporated city. Another incorporated portion of Crescent City is the Pelican Bay State Prison.

Figure 1 shows the city's location within the state and region. By law, the General Plan must cover all territory within the boundaries of the city as well as "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." (Government Code Section 65300). For purposes of the Crescent City General Plan, the Planning Area has been defined on the north by an east-west line coinciding with Blackwell Road and includes the area within the urban boundary north of Blackwell Road. The eastern boundary follows south along Elk Valley Road and then follows the Federal and State lands on the east (see Figure 2).

CRESCENT CITY'S HISTORY

Crescent City has experienced several changes through the years that have substantially affected the nature of planning in the city. The following paragraphs establish the historical framework for Crescent City's current economy and land use development.

NATIVE AMERICAN SETTLEMENT

Prior to the arrival of European settlers, two cultural groups occupied what is now Del Norte County: the Tolowa and the Yurok. Tolowa territory covered the northern part of the county, and Yurok the southern part. Although the Tolowa are not a federally recognized tribe, today they are among the residents of the Smith River Rancheria, located near the mouth of the Smith River.

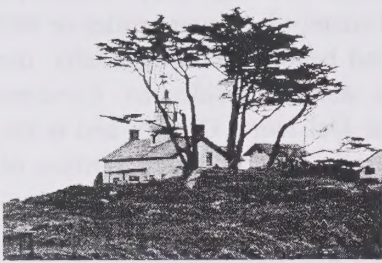
TRANSPORTATION AND EUROPEAN SETTLEMENT



The first Europeans to see Del Norte County were most likely Spanish who had arrived by ship in the 17th and 18th centuries. The first American to explore the country overland was Jedediah Strong Smith, for whom the Smith River is named. In 1828, Smith and his party of trappers traded with Native Americans, came upon Lake Earl, and camped at Crescent City.

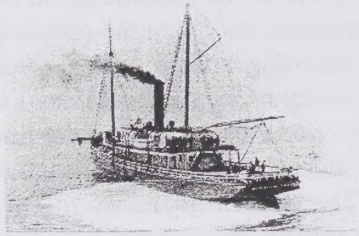
During the 1840s and 1850s, there were a number of sea explorations of Crescent Bay. The town of Crescent City was established in 1853 by J. F. Wendell, who was issued a land warrant for 230 acres.

The first "road" in Del Norte County, the Kelsey Trail from Crescent City to Yreka, was opened in 1855. In 1857, the Crescent City & Yreka Plank & Turnpike Company began construction on a road



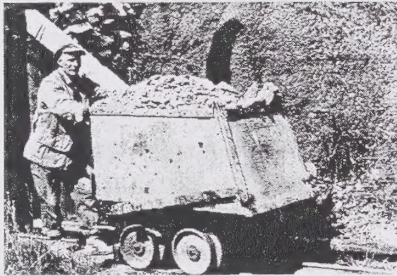
between Crescent City and Waldo, Oregon (Sailor's Diggings); it was completed in 1860. The survey for the Klamath Road, from Crescent City to Eureka, began in 1887 and, in the summer of 1894, the road was completed. A narrow-gauge railroad was constructed from Crescent City to Smith River by the Hobbs-Wall company in 1890. In 1919, the first contract for the Redwood Highway was granted.

To facilitate the use of Crescent Bay as a harbor, the Battery Point Lighthouse was erected in 1856. It survived the 1964 tsunami and is currently open to the public.



Generally, the settlers in Crescent City and the rest of Del Norte County were non-Native Americans from the east, although a fairly large influx of immigrants from China occurred between 1860 and 1880 (this population was virtually gone by 1900). Crescent City and Del Norte County have never been heavily populated, but the highest population numbers—relative to the overall population of California—probably occurred in the 1850s with the discovery of gold.

MINING



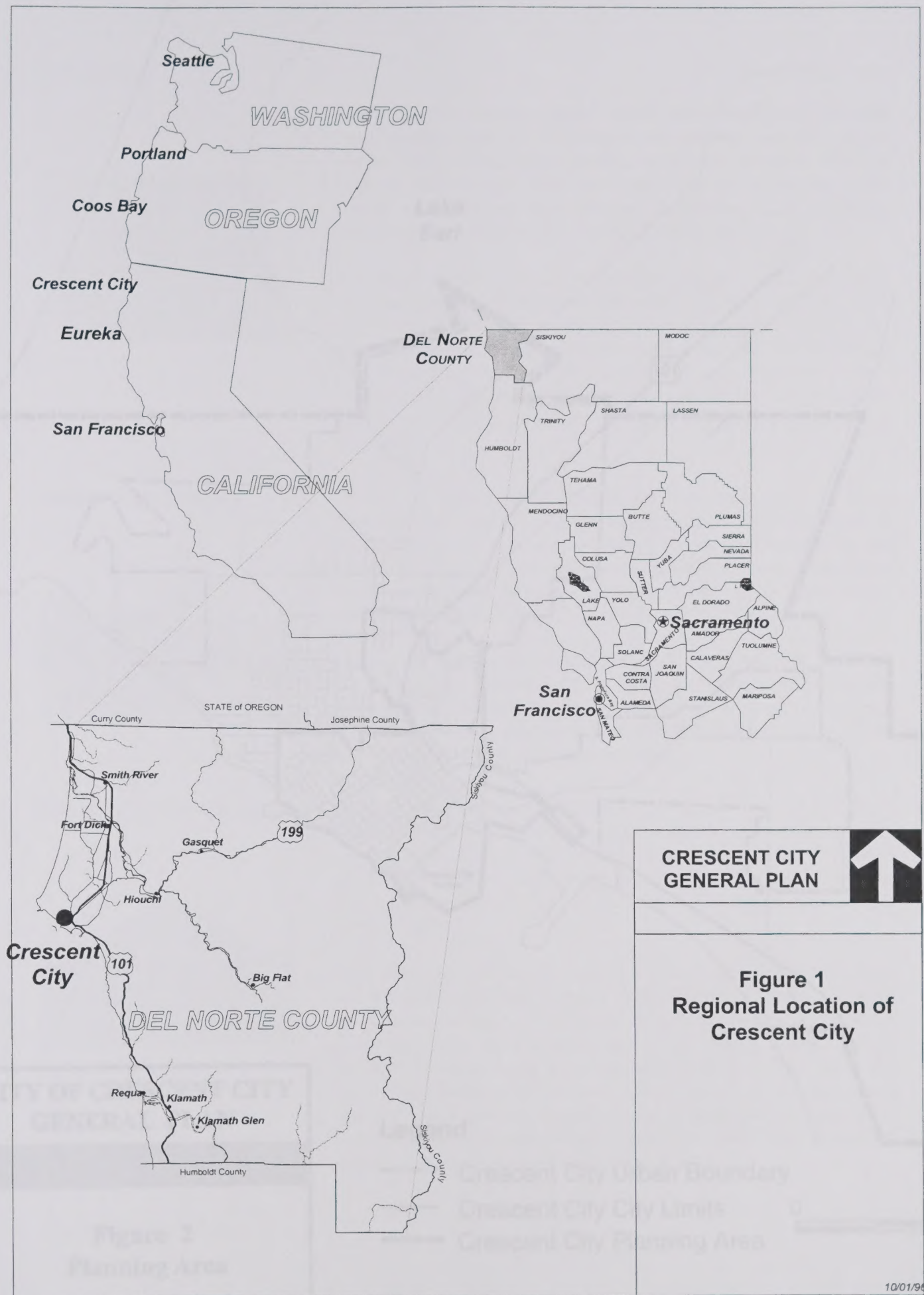
In 1848, Major Pierson B. Reading discovered gold on the Trinity River, and by 1850, northwestern California was teeming with miners. Shortly after, Crescent City was laid out in early 1853 and became a bustling shipping and trade center, catering to and supplying the miners. Gold discoveries in the immediate vicinity of Crescent City and on the south fork of the Smith River fueled the boom. During this period, residents and miners began requesting more transportation routes. Within a few years, however, a decline in the production of local mines and the opening of more promising gold fields elsewhere, drove all but a handful of miners from the area. By the late 1850s the boom was over.

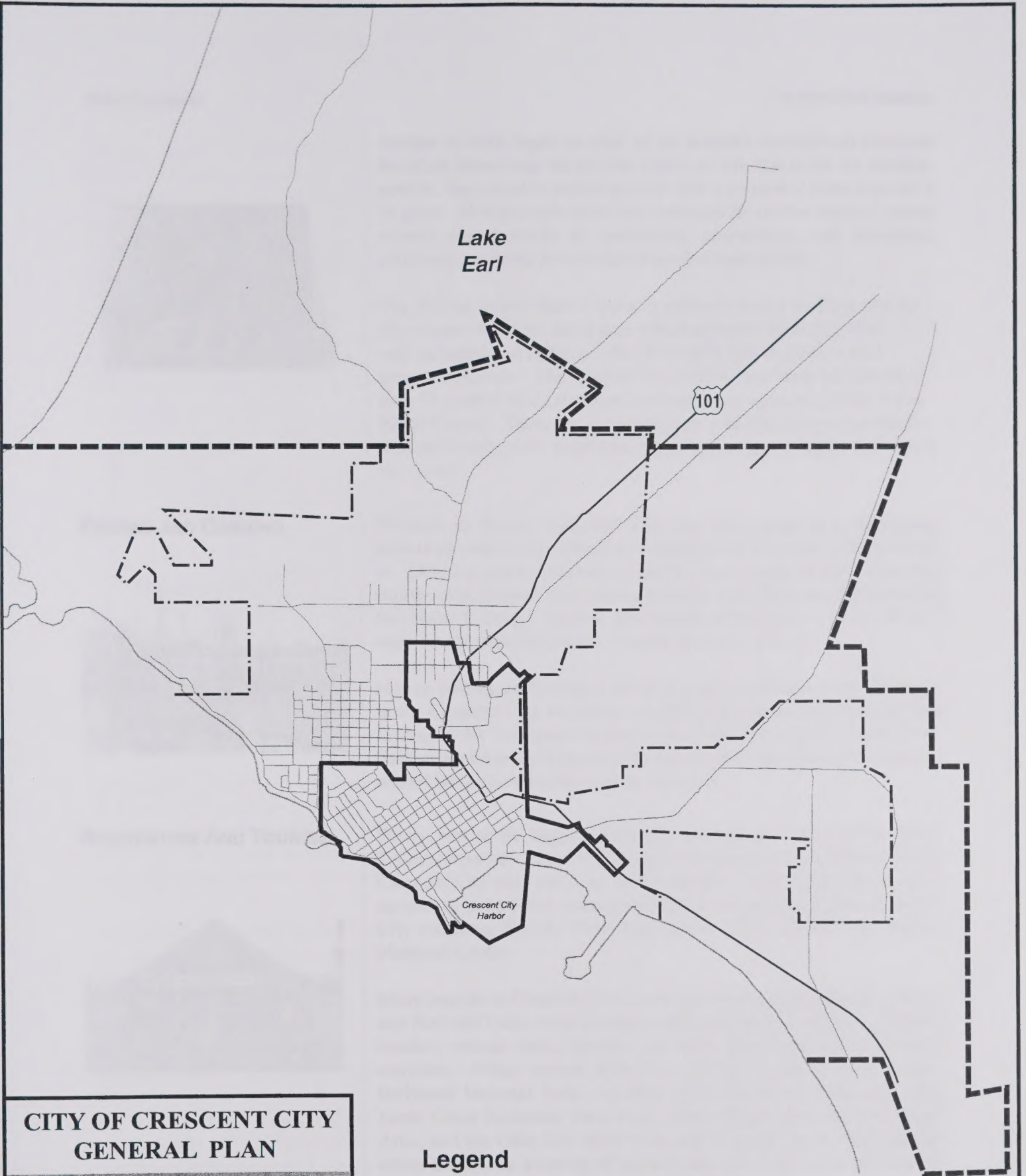
TIMBER



The timber industry has historically played a large role in Crescent City's and Del Norte County's economy. This dates back to the 1850s, when the area experienced a boom in settlement as a result of lumbering activity that followed the mining industry and the need to supply lumber for mining and housing purposes, not just in the county, but throughout California's mining communities. Locally-produced lumber was shipped to Crescent City for reshipment to San Francisco. Rugged terrain and the lack of a good harbor made getting the timber to market difficult; thus, the timber business was not particularly profitable.

The northern California timber industry peaked in the post World War II years (1945 to 1950) as a result of strong housing and construction demand and an abundance of raw materials. Shortly after 1950, the





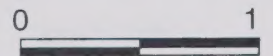
**CITY OF CRESCENT CITY
GENERAL PLAN**

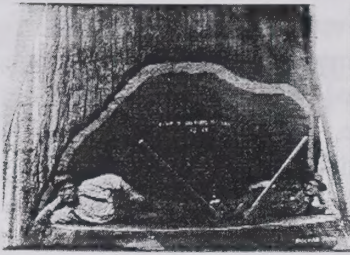


**Figure 2
Planning Area**

Legend

-  Crescent City Urban Boundary
-  Crescent City City Limits
-  Crescent City Planning Area





number of mills began to drop as the industry transitioned from one based on harvesting old growth timber to one that relies on younger, smaller, less valuable second growth that is relatively more expensive to grow. Mill closures were also hastened by timber industry trends toward consolidation of operations, downsizing, and increasing efficiency resulting from technological advancement.

The decline in Del Norte County's timber industry is illustrated by the volume of timber harvested, which dropped from 202,986 million board feet (mbf) in 1985 to 65,036 mbf in 1995, a 68.5 percent reduction. The result of this decline has been the closure of over 35 lumber mills; there are no longer any operating mills in Del Norte County. There are, however, over 146,000 acres of privately-held redwood and fir forestland capable of ongoing log production in the county.

FISHING AND CANNING



Through its history, Crescent City has been home to a significant amount of commercial fishing and canning activity, and it continues to be. Over the years, commercial fishers have caught salmon, albacore, shrimp, crab, halibut, cod, and tuna in the coastal waters and rivers of Del Norte County. Salmon, sometimes referred to as "river silver," were caught around Point St. George as early as 1877.

Marine fishing, both commercial and sport, continues to be important to the Crescent City economy. In 1995, the annual commercial fish landing at the Crescent City harbor was valued at over \$11.6 million. Harbor-related sports fisheries also contributed significantly to fishery-related businesses and the tourist economy.

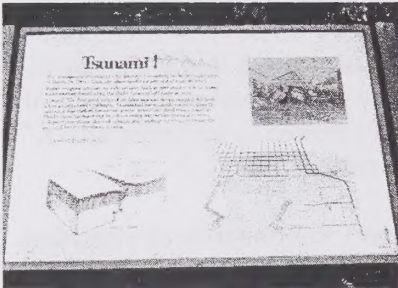
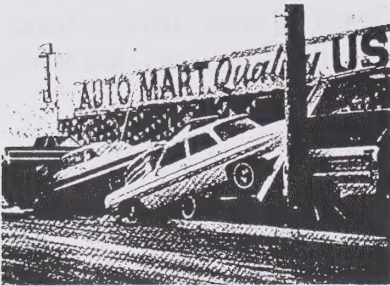
RECREATION AND TOURISM



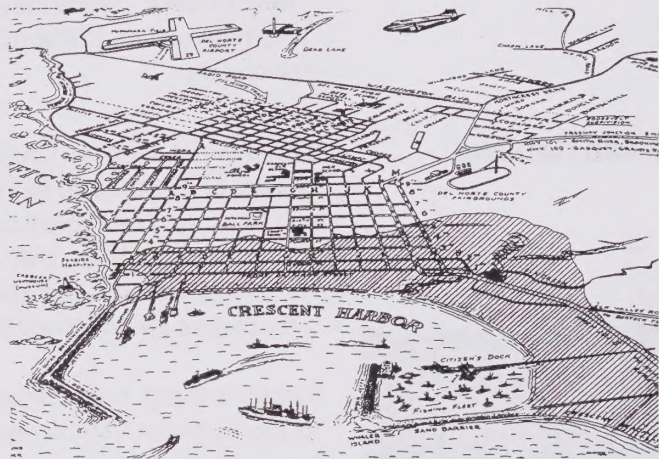
Today, one of the biggest industries in Crescent City and Del Norte County is tourism. Historic landmarks relating to early settlement in the Crescent City area are open to the public. Additionally, there are a number of public and commercial tourist attractions within Crescent City including Battery Point Lighthouse and Crescent City Marine Mammal Center.

Many tourists in Crescent City come to see the rugged beauty of State and National Parks, which attracts many hikers and campers. Coastal beaches, coastal trails, harbors, and parks provide a variety of water activities. Other natural attractions in Del Norte County include Redwood National Park, Jedediah Smith Redwood State Park, Del Norte Coast Redwood State Park, Smith River National Recreation Area, and the Lake Earl State Park and Wildlife Area. Commercial visitor attractions, a variety of accommodations, and visitor services are located in and adjacent to these recreation areas.

TSUNAMI OF 1964

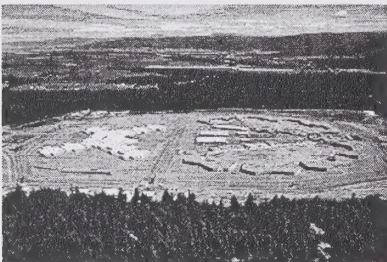


On the early hours of March 28, 1964, a giant tidal wave or tsunami generated by the Great Alaska Earthquake struck Crescent City. Tidal surges, as high as 20 feet, swept up logs from local beaches and crushed them against buildings as the wave swept through the city. Crescent City suffered considerable property damage and loss of life as a result of the tsunami. The devastation extended for approximately two miles along Crescent City harbor and coastline. There were over 11 fatalities, 29 city blocks in ruin or partial ruin, and 289 businesses and homes hit causing over \$16 million in damages. The Crescent City Harbor was left in a state of near total devastation. The 1964 tsunami exceeded a 100-year event at Crescent City and a 500-year event at some other California coastal sites.



Crescent City's combination of near-shore undersea topography, resonant characteristics of the surrounding shoreline, and exposed position on the coast, make the city particularly susceptible to tsunamis originating in the Pacific. Given the intense seismic activity in the Pacific Ocean, Crescent City will continue to be threatened by tsunamis.

PELICAN BAY STATE PRISON



The opening of the Pelican Bay State Prison in December 1989 has been a major physical and economic impact on Crescent City. First, the prison brought an influx of prison staff (approximately 1,500 employees) who settled into the Crescent City area. Second, the prison increased traffic north of the city. Third, the prison has increased activity for many small businesses that provide goods and services to the prison. Such small service industries include medical transcription, psychological services, vehicle services, food services/food contracts, recreation contracts, and counseling contracts. Lastly, with the annexation of the prison in 1992, approximately 3,800 inmates were added to the group quarters population. This increase in population means the City gets additional State assistance for local services and

HOW THIS GENERAL PLAN WAS PREPARED



improvements. See Figure 3 to see the prison's location relative to Crescent City.

Crescent City initiated its General Plan Update program in September 1997, when it retained a multi-disciplinary consulting team headed by J. Laurence Mintier & Associates. This update process was part of a joint effort by the City and Del Norte County to update their General Plans. The City and County conducted joint public meetings and coordinated land use and policy decision-making for the Crescent City area.

As the initial step in the update, the consultants collaborated with the City's Planning Department to reach out to the community to identify the important planning issues in the Crescent City Planning Area. This outreach consisted of a series of townhall meetings to discuss the City's General Plan Revision.

Following-up on these meetings, City Staff and the Consultants completed the first major report produced as part of the General Plan Update, the General Plan Background Report. That report describes existing conditions and trends in Crescent City. After completion of the Background Report, the next major step in the Update process was to identify key issues and options for the General Plan. The result was the Policy Issues Report, which presented the most critical policy issues to be addressed in the revised General Plan. These issues emerged from the General Plan Background Report and the input received at the townhall meetings and through public correspondence.

Following the simultaneous publication of the Background Report and the Policy Issues Report in May 1998, the City hosted another round of townhall meetings. During these meetings, City Staff and the Consultants explained various issues regarding these documents and provided the public with an opportunity to comment.

Based on the discussion at the October 1997 townhall meetings and the comments submitted to the City in response to the May 1998 townhall meetings, the Consultants and City staff began work on this Policy Document. This document embodies a reorganized, updated set of goals and policies from the City's 1976 General Plan and 1984 Coastal Element, as well as numerous new policies responding to new City needs.

Between 1999 and 2001, the City completed the balance of the General Plan, including the Background Report, Policy Issues Report, Policy Document, and Environmental Impact Report.

KEY CONCEPTS

CONSOLIDATION OF COASTAL AND NON-COASTAL PLANNING POLICY



The following summarize the key concepts that serve as the foundation for the Land Use Diagram and the goals, policies, and implementation measures which constitute the formal substance of the Plan.

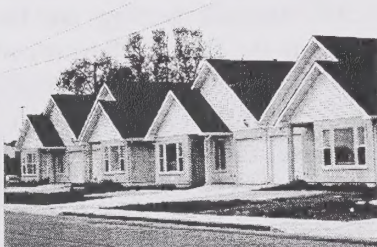
In 1984, the City adopted the Coastal Element of its General Plan as part of its Local Coastal Program certification. That action formally divided the City's comprehensive planning approach by establishing two sets of policies, one for the non-coastal and uncertified areas (the 1976 General Plan), and one for the areas within the Coastal Zone (see Figure 4) which were certified with the State Coastal Commission (the 1984 Local Coastal Plan). This Policy Document updates and consolidates the City's planning policies and programs into a single document, unifying policies that had been separated since 1984. Therefore, this General Plan also supersedes the 1984 Local Coastal Plan. Those policies subject to Coastal Commission certification are identified by the wave symbol (☞).

ECONOMIC TRANSITION

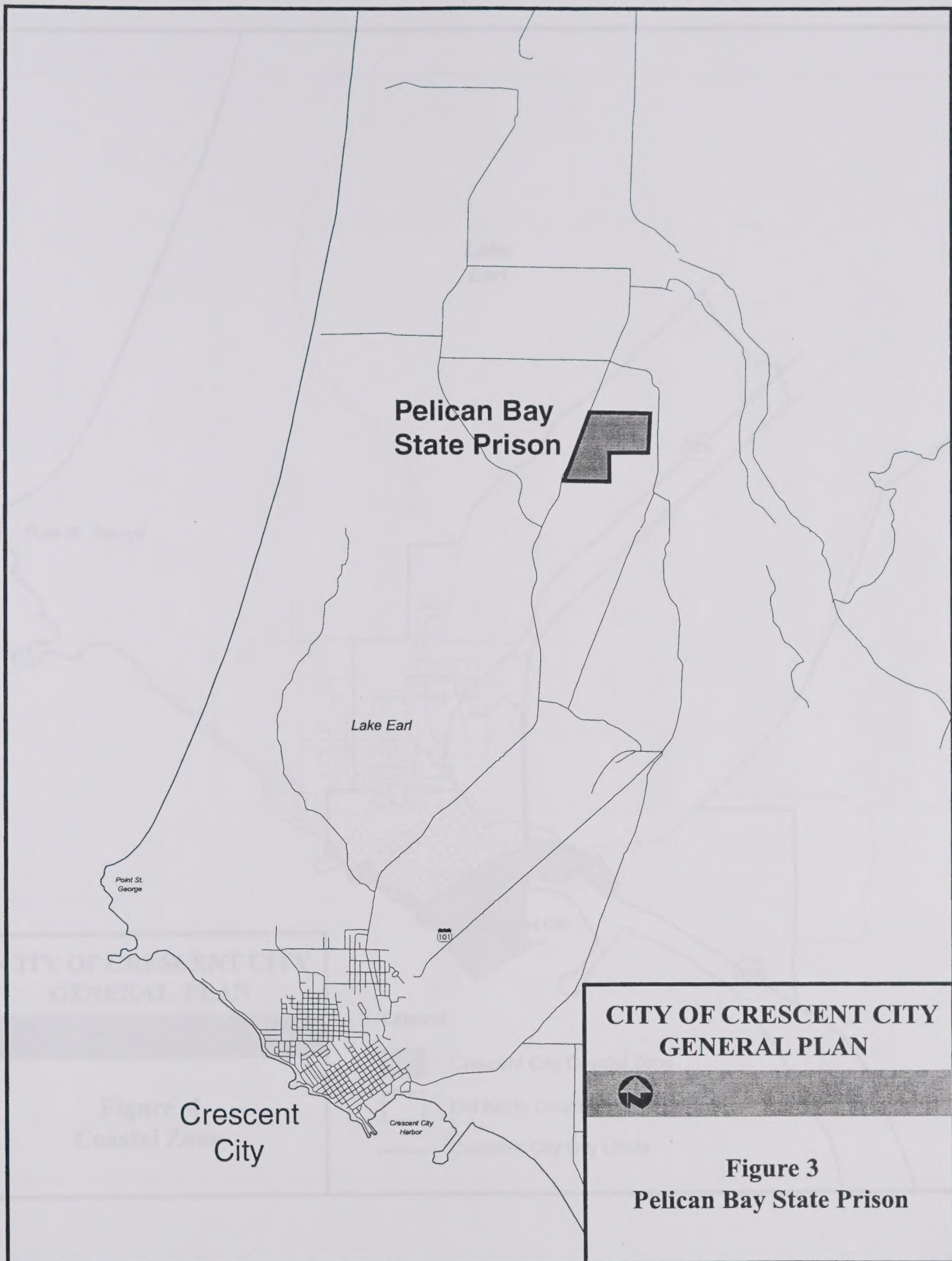


Crescent City and Del Norte County are in transition from a resource production economy to a more diversified economy. Government, retail trade, and services have now become the largest employers in the county. Between 1993 and 1995, prior to initiation of this Plan revision, the Del Norte Economic Development Corporation and Chamber of Commerce 2020 Committee prepared economic reports for the community addressing future economic needs and goals. These reports supported the pursuit of diversified manufacturing, tourism, technology, telecommunication-based businesses, and small business development. This General Plan builds upon those reports by creating goals, policies, and implementation programs to assist the city in its transition.

ADDRESSING POTENTIAL GROWTH



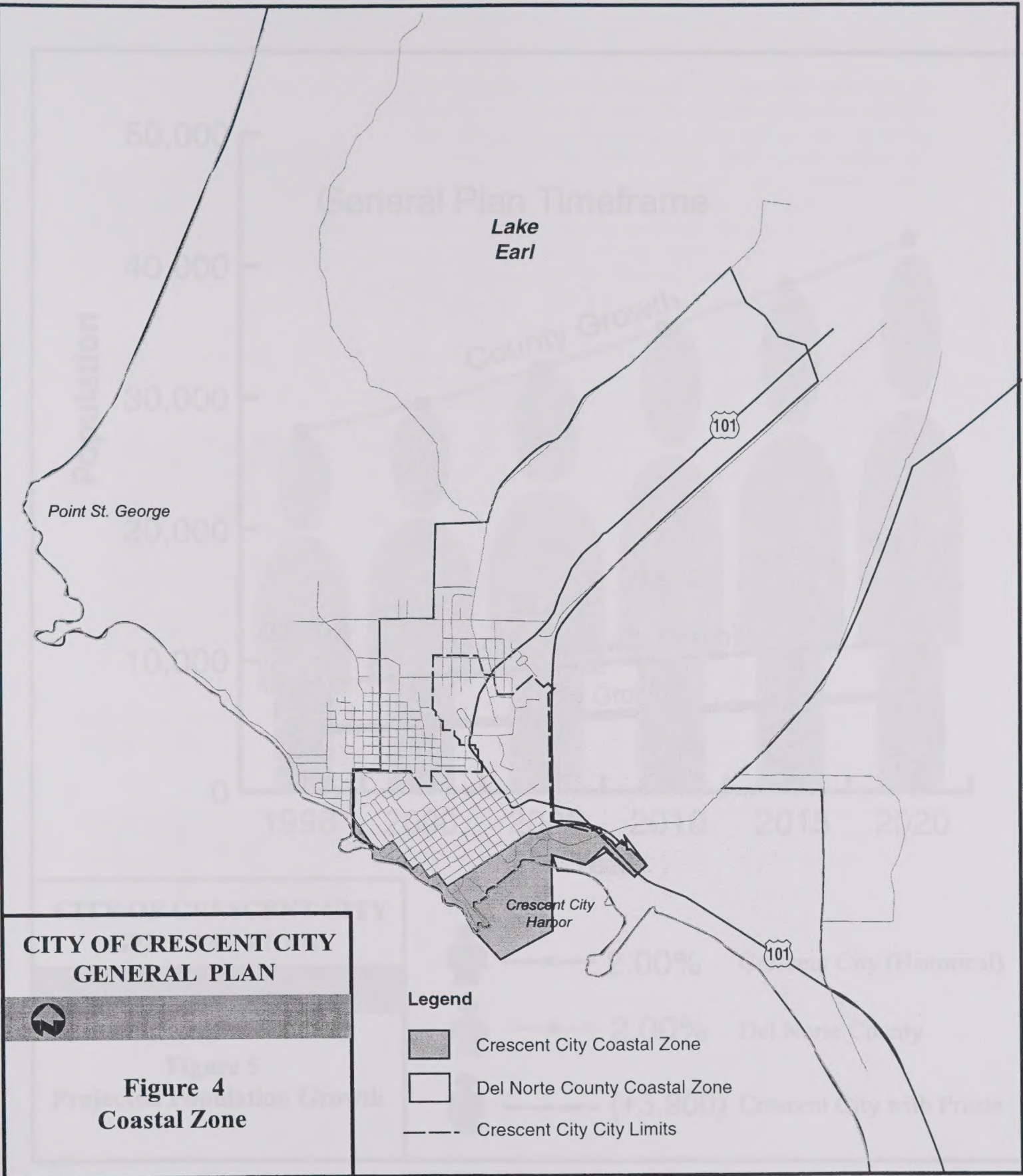
The city of Crescent City's population (excluding the prison population) has scarcely grown since 1990. As of 1996, the city had a total population of 4,653 (8,334 with the prison population). By the end of the General Plan timeframe (2020), the city is expected to grow to 7,484 persons (growing at the historical growth rate of 2.0 percent). This represents an increase of 2,831 persons from the 1996 population. This increase would result in the demand for 1,089 new dwelling units, and new commercial, industrial, and public facility development. Under the same historical growth rate of 2.0 percent, Del Norte County's total population is expected to grow to approximately 42,000 persons and 16,000 dwelling units by the year 2020 (see Figure 5).

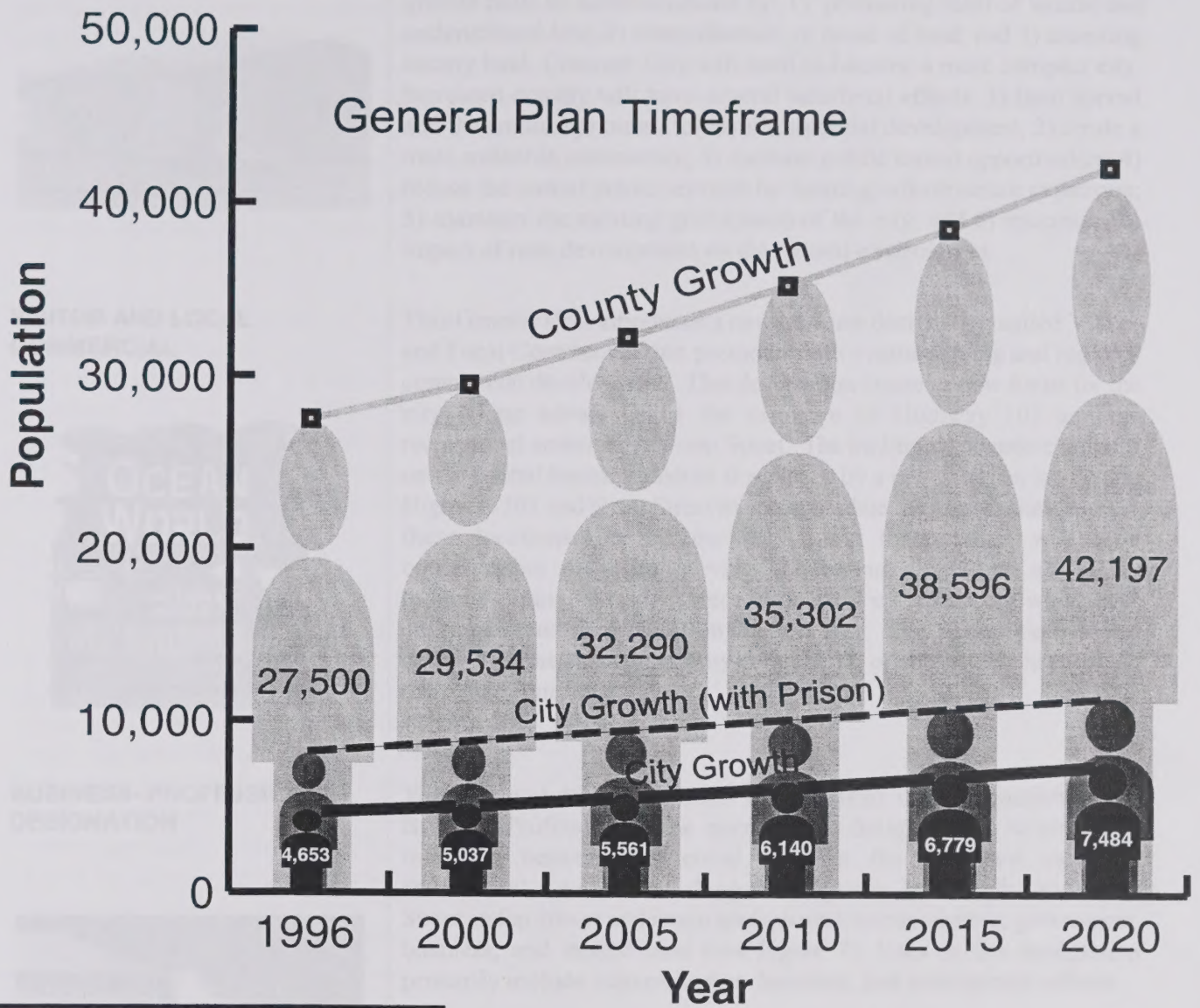


**CITY OF CRESCENT CITY
GENERAL PLAN**



**Figure 3
Pelican Bay State Prison**





CITY OF CRESCENT CITY GENERAL PLAN



Figure 5
Projected Population Growth



—■— 2.00% Crescent City (Historical)



—■— 2.00% Del Norte County



- - - (+3,900) Crescent City with Prison



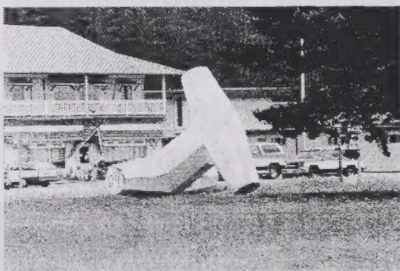
Since Crescent City has a very limited land supply, the majority of the growth must be accommodated by: 1) promoting infill of vacant and underutilized lots; 2) intensification or reuse of land; and 3) annexing county land. Crescent City will need to become a more compact city. Increased density will have several beneficial effects: 1) limit sprawl and thus reduce pressure for rural residential development; 2) create a more walkable community; 3) increase public transit opportunities; 4) reduce the cost of public services by limiting infrastructure expansion; 5) maintain the existing grid system of the city; and 6) minimize the impact of new development on the natural environment.

VISITOR AND LOCAL COMMERCIAL



This General Plan introduces a new land use designation called Visitor and Local Commercial that promotes both visitor-serving and regional commercial development. This designation creates a new focus for the city taking advantage of the exposure of Highway 101 and the recreational amenities of Front Street. The traditional commercial focus on the central business district is replaced by a new focus on land along Highway 101 and Front Street to accommodate the tourists that frequent these locations (see Figure 6). Along these routes will be a concentration of visitor-serving commercial uses such as quality lodging, dining, shopping, recreation, and entertainment which will create a focus or destination for tourists. The designation is also designed to provide community commercial opportunities that tap into the regional market.

BUSINESS- PROFESSIONAL DESIGNATION



This General Plan introduces another land use designation called Business-Professional. The intent of this designation is to serve as a transition between residential uses on the northwest side and commercial uses located along the Highway 101 couplet and Front Street and to attract and retain professional, administrative, government, business, and related uses (see Figure 7). Uses in this designation primarily include administrative, business, and professional offices.

HIGHWAY 101 AND FRONT STREET



For decades the City, Del Norte County, the Del Norte Local Transportation Commission, and Caltrans have considered the concept of a Highway 101 bypass of Crescent City. The 1976 Crescent City and Del Norte County General Plan proposed four alternative bypass routes that would create a bypass east of the highway's existing location. The bypass concept (but not a specific route) was adopted by Caltrans and was included in the Regional Transportation Plan. Due to the tremendous cost, environmental impacts, and because the bypass will likely draw business away from the central area of Crescent City, the City opposed the bypass concept.

Currently (October 2000), Caltrans is in the process of updating the Route Concept Plan for Highway 101. The Plan will likely meet the City's goals by improving and enhancing the existing route by reconfiguring traffic lanes to improve traffic flow which will ultimately create a regional center and visitor-serving environment. In addition, the City supports the improvement and enhancement of Front Street to make it more efficient, provide more parking, and make it a pedestrian-friendly environment.

CITYWIDE PEDESTRIAN/BICYCLE TRAIL

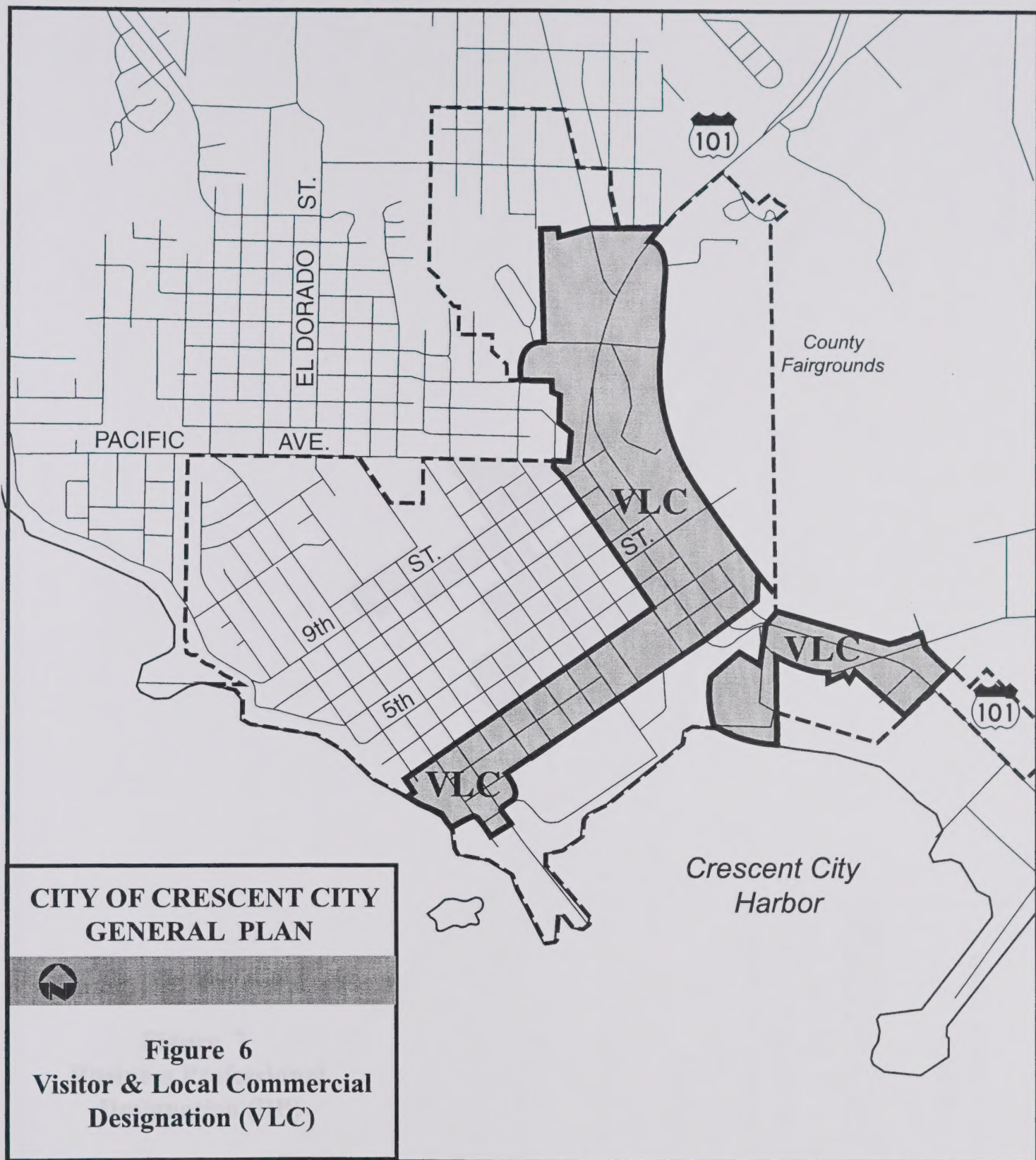


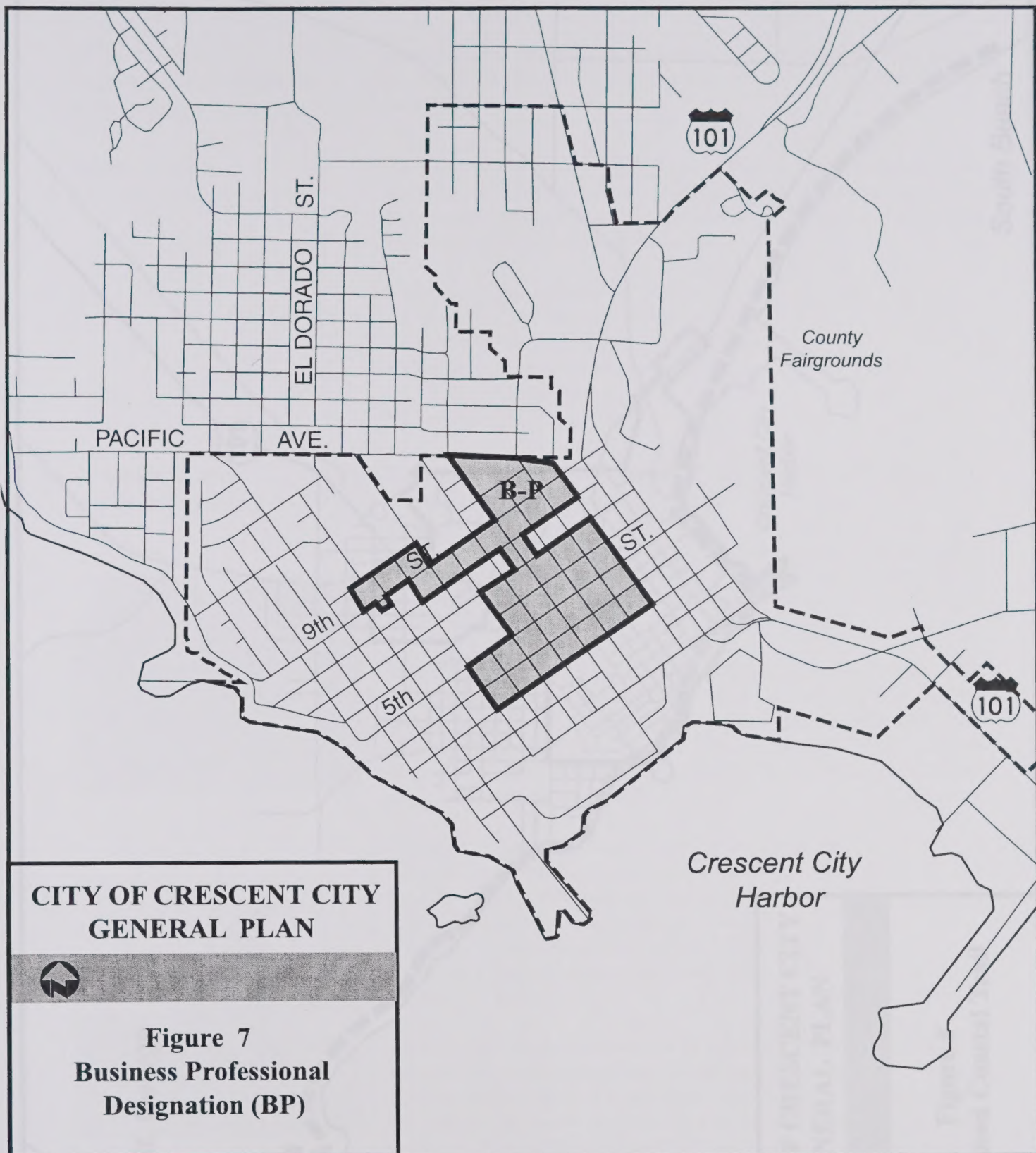
Promoting opportunities for pedestrian and bicycle travel is an important feature of this General Plan. This plan seeks to expand Crescent City's bike route/trail system in several ways: 1) creating linkages among sidewalks, bike routes, and pedestrian and equestrian trails; 2) creating bicycle links from downtown to the coast; 3) creating a coastal trail from Point St. George to South Beach; and 4) creating better linkages to the Pacific Coast Bike Route (see Figure 8); and 5) creating a linkage from downtown to Redwood National and State Parks. Building such a network of trails will not only enhance alternative modes of travel within the city, but also create additional leisure/recreational opportunities for tourists and residents.

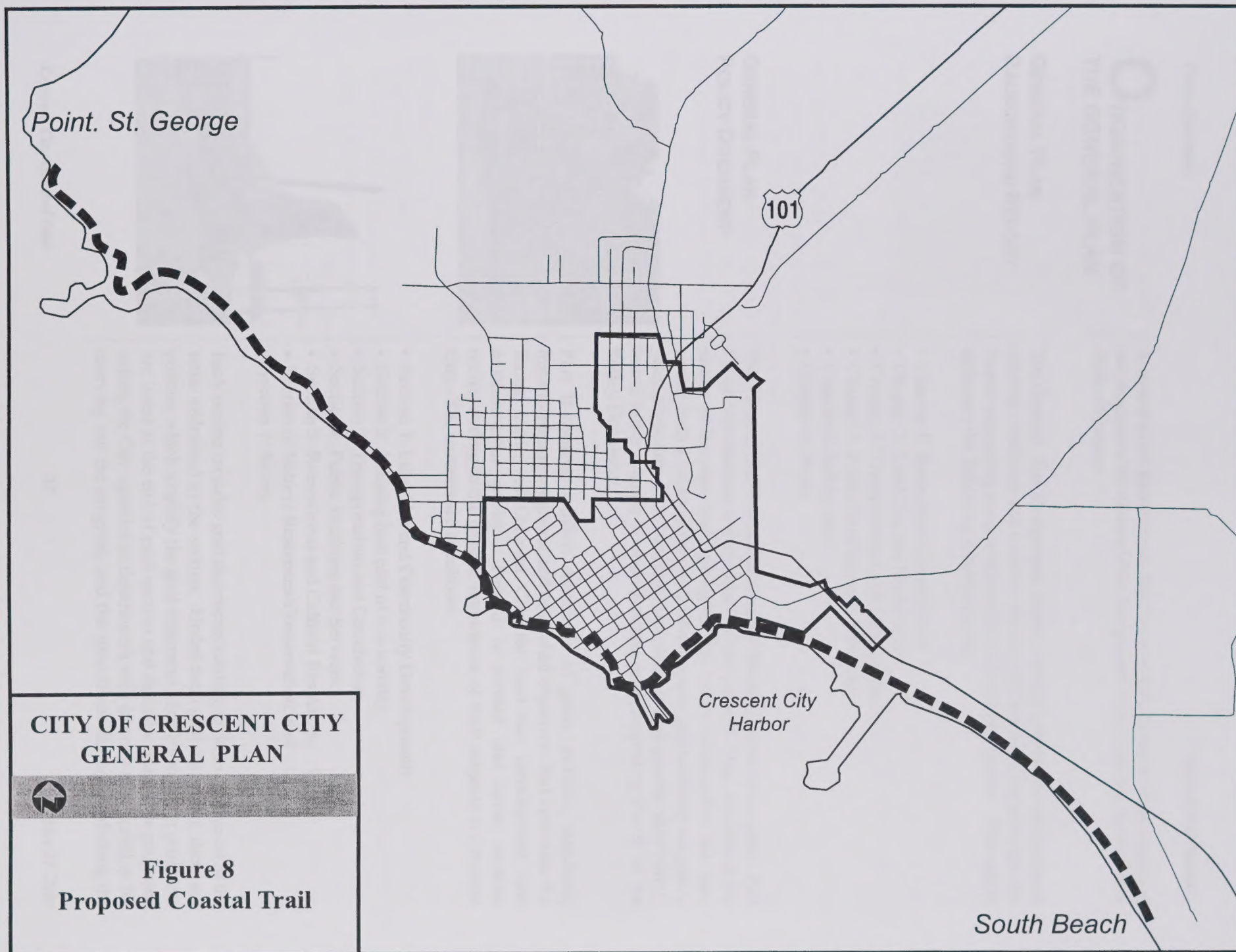
COMPATIBILITY WITH THE DEL NORTE COUNTY GENERAL PLAN



To minimize land use conflicts and to promote consistency in development standards, the City and Del Norte County have coordinated their general plans. The goals, policies, and implementation measures of the two General Plans are as consistent as practical, given the difference in perspectives between the City and County concerning the future development of the Crescent City area. Additionally, all the land use designations within this General Plan are consistent with those of the Del Norte County General Plan.







ORGANIZATION OF THE GENERAL PLAN

GENERAL PLAN BACKGROUND REPORT

As noted in the Introduction, the *Crescent City General Plan* consists of two documents: the *General Plan Background Report* and this *General Plan Policy Document*.

The *General Plan Background Report*, which inventories and analyzes existing conditions and trends in the city of Crescent City, provides the formal supporting documentation for General Plan policy. This report addresses the following 6 subject areas:

- Chapter 1: Resources/Conservation;
- Chapter 2: Land Use and Population;
- Chapter 3: Transportation and Circulation;
- Chapter 4: Public Facilities and Services;
- Chapter 5: Safety; and
- Chapter 6: Noise.

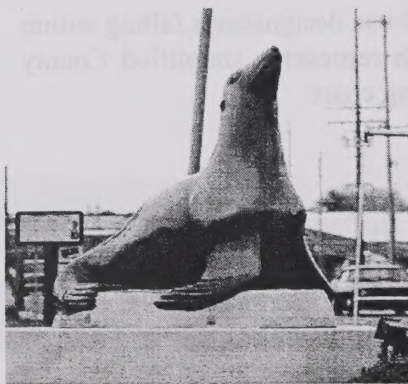
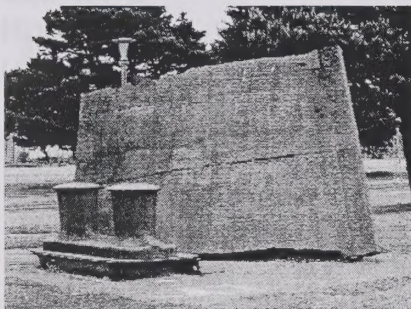
GENERAL PLAN POLICY DOCUMENT

This General Plan Policy Document is divided into two main parts. Part I is an introduction and summary of the General Plan, describing the nature of the plan, highlighting the key issues addressed in the plan, setting forth a vision of the city's development, and outlining the plan's main proposals. Part I does not constitute formal general plan policy, but is rather a guide to understanding and interpreting Part II of the Policy Document.

Part II contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of Crescent City for land use, development, and environmental quality. Part II is divided into seven sections corresponding to the relative importance of their subjects in Crescent City. The sections are as follows:

- Section 1: Land Use and Community Development;
- Section 2: Housing (not part of this update);
- Section 3: Transportation and Circulation;
- Section 4: Public Facilities and Services;
- Section 5: Recreational and Cultural Resources;
- Section 6: Natural Resources/Conservation; and
- Section 7: Safety.

Each section includes goal statements relating to different aspects of the issue addressed in the section. Under each goal statement, there are policies which amplify the goal statement. Implementation programs are listed at the end of each section and describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the



SUMMARY OF MAJOR GENERAL PLAN PROPOSALS

SECTION 1: LAND USE AND COMMUNITY DEVELOPMENT



Land Use Diagram



program. Section 1 (Land Use and Community Development) also describes the designations appearing on the Land Use Diagram and outlines the legally-required standards of density and intensity for these land use designations. Section 3 (Transportation and Circulation) describes the proposed circulation system, including a description of the street classification system.

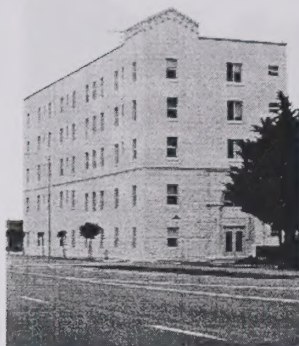
As indicated earlier, the formal policy content of this General Plan is presented in Part II of this Policy Document. Part II is divided into seven sections, each of which deals with a single topical issue and several subissues related to the main topic. Following is a general summary of each section set forth in Part II.

This section is the most familiar part of a general plan. It contains the Land Use Diagram that prescribes the uses for all land within the Crescent City Planning Area; describes standards for each of the land use designations shown on the Land Use Diagram; and presents a series of goals, policies, and programs designed to guide day-to-day decisions concerning land use, development, and environmental protection in Crescent City.

Section 1 contains goals, policies, and programs related to the following issues:

- Growth and Development;
- Residential Development;
- Commercial Development;
- Industrial Development;
- Economic Development;
- Community Design and Appearance; and
- Harbor Development.

The Land Use Diagram depicts 20 land use designations falling within seven major categories (one of which represents simplified County designations), as shown in the following chart:



CATEGORY	DESIGNATION
Citywide Designations	
Residential	Single Family Residential— 0 to 2 du/ac (SF 0-2) Single Family Residential— 2 to 6 du/ac (SF 2-6) Multifamily Residential— 6 to 15 du/ac (MF 6-15) Multifamily Residential— 15 to 30 du/ac (MF 15-30) Mobilehome Park (MHPK)
Commercial	Visitor and Local Commercial (VLC) Business Professional (BP) General Commercial (GC)
Industrial	Light Industrial (LI) General Industrial (GI)
Public	Public Facilities (PF)
Harbor	Harbor Related (HR) Harbor Dependent (HD) Harbor Dependent Recreational (HDR) Harbor Dependent Commercial (HDC)
Natural Resources and Open Space	Natural Resources (NR) Open Space (OS)
Overlays	Urban Reserve Overlay (UR)
Outside Urban Boundary Within Planning Area	
Simplified County Designations	County Resource (CR) County Rural Development (CRD)

SECTION 2: HOUSING (SEPARATE DOCUMENT)

In August 1992, the Crescent City City Council adopted the City of Crescent City & Del Norte County Housing Element jointly with the County Board of Supervisors. The element was prepared and adopted according to specific statutory requirements established by the State of California. These requirements include a schedule for periodic updates which calls for the City to update its element in 2003. Because of this schedule, the City's Housing Element was not updated in conjunction with the General Plan Revision Program, and is, therefore, not included in this Policy Document.

SECTION 3: TRANSPORTATION



This Policy Document addresses several transportation issues that are critical to future development in Crescent City. The most critical consideration related to transportation in Crescent City is the assurance that all new and existing development has safe and reliable access for the motorist, cyclist, and pedestrian. This Policy Document, therefore, concentrates on policies that will ensure the development of a complete roadway and trail system consisting of City-maintained roads, State highways, and bike and pedestrian trails that serve the needs of both residents and visitors. Section 3 focuses on cooperating with other public agencies to develop strategies that will improve the overall operation of Crescent City's transportation network, and which are feasible, both physically and fiscally.

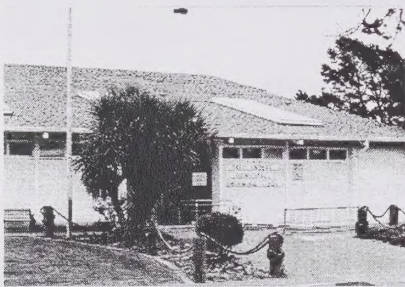
In addition to addressing future roadway plans and improvements, Section 3 of Part II of this Policy Document contains goals, policies, and



programs related to the following issues:

- State Highways;
- City Roads;
- Public Transportation;
- Non-Motorized Transportation;
- Air Transportation;
- Maritime Transportation; and
- Tele-transportation.

SECTION 4: PUBLIC FACILITIES AND SERVICES



One of the most important results of any comprehensive planning effort should be the assurance that all facilities and services needed to adequately serve development will be accounted for. While the development of specific plans for facilities and services is beyond the scope of the General Plan, this Policy Document does establish a framework for guiding planning decisions related to facility development and service provision. The general emphasis of the policies and programs in Section 4 of Part II is on ensuring adequate services, while discouraging unnecessary, wasteful, or inefficient extension of existing systems.

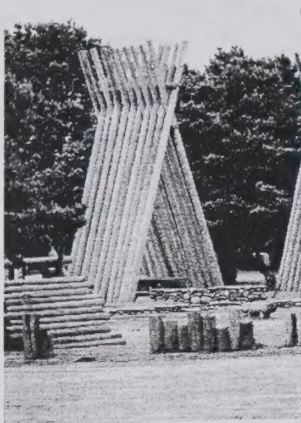
The policies and programs articulated in this section will ensure that current and future residents of and businesses in Crescent City are served by a well-rounded, efficient, and environmentally safe system of public facilities and services.

The issues covered in this section include the following:

- General Public Facilities, and Services;
- Water Supply and Delivery;
- Wastewater Treatment, Collection, and Disposal;
- Solid Waste Disposal;
- Storm Drainage and Flooding;
- School Facilities;
- Protection Services; and
- Utilities.

SECTION 5: RECREATIONAL AND CULTURAL RESOURCES

Crescent City is blessed with an outstanding array of recreational and cultural assets. The city's physical setting provides vast natural opportunities for outdoor recreation. In addition, Crescent City has significant historic and cultural richness. The goals, policies, and programs in Section 5 of Part II of this Policy Document articulate Crescent City's high level of commitment to ensuring high quality recreational opportunities for Crescent City residents and visitors and to preserve the city's cultural heritage. The provision of access to the



city's natural areas—both coastal and non-coastal— is an essential focus of the goals and policies in Section 5. The policy content of the section is divided into following six topics:

- City Parks and Recreation;
- Recreation Trails;
- Coastal Zone Recreation;
- Coastal Zone Public Access;
- Coastal Visual Resources;
- Private Recreational Facilities and Opportunities; and
- Cultural Resources.

SECTION 6: NATURAL RESOURCES/ CONSERVATION



The natural resources in and around Crescent City contribute to the city's economy and are important elements in the quality of life for Crescent City's residents. These resources exist in limited quantity and are at risk of destruction or degradation through continued urban development. Recognizing the importance of this objective, Section 6 of this Policy Document presents policies addressing the full range of the city's natural assets. The section includes goals, policies, and programs addressing the following subjects:

- Marine Resources
- Water Resources;
- Soils Resources;
- Biological Resources;
- Air Resources;
- Agricultural Land; and
- Timber Resources.

SECTION 7: HEALTH AND SAFETY



Crescent City is located in a region that is subject to some potentially significant natural hazards. Most importantly, the area is vulnerable to earthquakes and their associated seismic effects. The primary intent of this section is to protect Crescent City residents, businesses, and visitors from the harmful effects of natural and man-made hazards. In doing so, the City hopes to protect both the physical well-being of its residents and visitors and to ensure that development investments fully consider the implications of potentially hazardous conditions in the area.

The section includes goals, policies, and programs addressing the following subjects:

- General Hazards;
- Seismic Hazards;
- Geologic Hazards;

- Flood Hazards;
- Fire Hazards;
- Hazardous Materials;
- Disaster Planning; and
- Noise.



PART 2:

GOALS, POLICIES, AND PROGRAMS

PART II

GOALS, POLICIES, AND PROGRAMS

Part II of this *Policy Document* contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of Crescent City for land use, development, and environmental quality. Part II is divided into the following seven sections:

- Section 1: Land Use/Community Development
- Section 2: Housing
- Section 3: Transportation and Circulation
- Section 4: Public Facilities and Services
- Section 5: Recreational and Cultural Resources
- Section 6: Natural Resources/Conservation
- Section 7: Health & Safety

Each section includes goal statements relating to different sub-issues or different aspects of the issue addressed in the section. Under each goal statement, there are policies which amplify the goal statement. Implementation programs at the end of each section describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Section 1 (Land Use and Community Development) also describes the designations appearing on the Land Use Diagram and outlines the legally-required standards of density and intensity for these land use designations. Section 3 (Transportation) describes the proposed circulation system, including a description of the street classification system.

The following statements define goals, policies, standards, implementation programs, and quantified objectives as they are used in this document:

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Policy: A specific statement in text or diagram guiding action and implying clear commitment.

Standard: A specific, often quantified, guideline incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Implementation Program: An action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Quantified Objective (Housing only): The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the element.

To interpret and understand the City's overall land use and development philosophy, users of this *Policy Document* should remember that the goals, policies, and programs articulated in Part II are as important, if not more so, than the Land Use Diagram. Accordingly, any review of development proposals must consider this *Policy Document* as a whole, rather than focusing solely on the Land Use Diagram or on particular policies and programs.

This *Policy Document* updates and consolidates the City's planning policies and programs into a single document, unifying policies that had been separated since 1984. Those policies which remain unique to the Coastal Zone have been identified by the wave symbol (☎). Those policies which are not a part of the City's Local Coastal Plan have been identified by a crescent symbol (☾). All other policies apply citywide, including the Coastal Zone.



Section 1
Land Use and Community Development

SECTION 1

LAND USE AND COMMUNITY DEVELOPMENT

This section contains diagrams, designations, standards, goals, policies, and programs that set the basic framework to guide the type, location, intensity, and quality of future development and the protection of Crescent City's natural and built environment.

LAND USE DIAGRAM AND STANDARDS

The most familiar part of any general plan is the map, or land use diagram, showing the types and locations of development called for in the plan. In order to accurately interpret the development implications of the various designations shown on the diagram, the reader must understand the intent of and the standards for each designation. The following sub-sections first describe how the standards are expressed generally, then outline the standards for each of the designations shown on Crescent City's General Plan Land Use Diagram.

PLANNING AREA

State planning law requires that the general plan cover all territory with the boundaries of the adopting city or county as well as "any land outside its boundary which in the planning agency's judgement bears relation to its planning" (Government Code Section 65300). To carry out this directive, most cities formally delineate a "planning area" boundary in their general plans. For the purposes of the Crescent City General Plan, the Planning Area is defined by an east west line coinciding with Blackwell Road, following south along Elk Valley Road, and then following the Federal and State lands on the east. Figure 2 shows the boundary of the Planning Area.

URBAN BOUNDARY

Within part of the Planning Area, the City and County have defined an urban boundary line that encompasses all land considered for future water and sewer service expansion and thus for future urban development and annexation (see Figure 2). Since it is costly to provide infrastructure in low density areas such as rural communities, extension of water and sewer service is generally prohibited outside this boundary by both jurisdictions. Since development within this boundary is subject to higher densities and intensities, the City and County can provide long-term service planning within this area.

ALLOWABLE USES AND DEVELOPMENT STANDARDS

Each of the designations shown on the Land Use Diagram provides for a unique range of allowable uses consistent with the intent of the designation. The uses specified in the following subsections for each designation are indicative, not inclusive, of the range of uses allowed in the designation. Zoning more precisely specifies the allowable uses for individual parcels, consistent with General Plan prescriptions. In addition to the principal uses, the Zoning Ordinance typically authorizes similar and compatible uses, such as incidental or accessory uses (e.g., garage in a single family district) and public and quasi-public uses (e.g., fire station or church in a single-family district). Generally one zoning district is used to implement a land use designation. Some areas may, however, be subject to transitional designations, such as a rural residential

zone used within an urban boundary until community services can be provided. Table 1-1 provides a matrix indicating which zoning districts are considered consistent with the specified General Plan land use designations.

In some cases, uses are found which were legally established prior to the adoption of a land use designation or zoning and are not in conformance with uses permitted in such designations. These are known as “non-conforming uses.” Existing non-conforming uses may be continued, but may not be expanded.

State law requires that general plans include standards of population density and/or building intensity for all of the territory covered by the plan. To satisfy this requirement, this General Plan includes standards for each of the land use designations appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development (see Table 1-2).

CRESCENT CITY GENERAL PLAN LAND USE/ZONING CONSISTENCY

[illegible]

TABLE 1-2

**CITY OF CRESCENT CITY GENERAL PLAN
LAND USE DESIGNATIONS AND STANDARDS**

Category	Land Use Designation	Label	Res. Density (DUs/Net Acre)	Max. FAR	Corresponding City Zoning	Corresponding County GP Designation
Residential	Single Family (0-2)	SF 0-2	up to 2.0	--	R-1	SR
	Single Family (2-6)	SF 2-6	2.1 to 6.0	--	R-1 ,R1-B, PUD	UR
	Multi-family (6-15)	MF 6-15	6.1 to 15.0	--	R-2, PUD	MF
	Multi-family (15-30)	MF 15-30	15.1 to 30.0	--	R-3, R-P, PUD	--
	Mobilehome Park	MHPK	--*	--	R-3	UMP
Commercial	Business-Professional	BP	--	0.85	C-1, RP	--
	Visitor and Local Commercial	VLC	--	0.50	C-2 ,HS C-W, PUD	VSC
	General Commercial	GC	--	0.50	C-2	GC
Industrial	Light Industrial	LI	--	0.50	C-M	LI
	General Industrial	GI	--	0.60	M, M-P	GI
Public	Public Facilities	PF	--	0.50	R-1, C-2, C-M, M, M-P	PF
Harbor	Harbor-Related	HR	--	0.55	HR	HR
	Harbor Dependent	HD	--	0.50	HD	HD
	Harbor Dependent Rec.	HDR	--	0.25	HDR	HDR
	Harbor-Dependent Com.	HDC	--	0.40	HDC	HDC
Conservation and Open Space	Open Space	OS	--	--	O	G
	Natural Resources	NR	--	--	NR	RCA
Overlay	Urban Reserve Overlay	URO	--	--	various	--
Countywide Designation	County Resources	CR	--	--	--	AG-5, AG-20, TBR, G, RCA
	County Rural Development	CRD	--	--	--	RR1A, RR2A, RN, RMP, VSC

*The maximum allowable total residential density is to be determined by multiplying the gross acreage by two.

Residential Uses

Standards of development density for residential uses are stated in terms of the allowable range of dwelling units per net acre. For purposes of determining maximum development entitlements, the total area of a particular parcel or lot is calculated. Where public roadways are involved, the total area is determined by subtracting the area dedicated as a public right-of-way; where private roads are involved, the right-of-way is not subtracted, so the total area is synonymous with the gross area. Where multiple designations are found on a property, the density of each designation is calculated individually.

The policies of this General Plan require that project design reflect and consider natural features, suitability of soils, availability of water, hazards, circulation, and the relationship of the project to surrounding uses. The actual density of residential development and intensity of commercial development, as well as lot patterns, will be determined by these and other factors. As a result, the maximum density specified by land use designations or zoning for a given parcel of land may not be realized. This General Plan also has provisions for clustering gross density on a project-wide basis, thus permitting overall density to be clustered into pockets of higher density development within the project that are balanced by areas of lower density, while not changing the overall designated density. This program provides for easier mitigation of environmental factors with minimal loss of development density.

In accordance with the Coastal Housing Act, local governments are required to encourage the provision of low and/or moderate income housing as a part of residential development projects within the Coastal Zone. Projects that include residential development must be reviewed for consistency with the requirements of the Act for low- and moderate-income housing. Also, the provision of bonus densities and/or other incentives as outlined in the Act as defined by the State housing regulations for low- and moderate-income housing shall be permitted, subject to review on a case-by-case basis. Where bonus densities are provided, environmental impacts shall either be determined to be insignificant or mitigated to less-than-significant level, and a program verifying that the bonus units will be occupied by low- and/or moderate-income households shall be approved.

Also Pursuant to California Government Code (Sec. 65915 et seq) and the Coastal Housing Act, the granting of a bonus in density for residential development that provides qualifying low- and/or moderate- income housing shall be permitted, subject to individual project review. As defined by State law, the additional density is to be calculated based on the maximum basic density identified by the Land Use Diagram. No change in the basic permitted density itself shall be necessary for the bonus, provided that the following findings are made:

- a) The proposal is found to qualify for bonus units under State guidelines; and
- b) A program for insuring continued use as low and/or moderate income units is included in any approval.

Where bonus units that have been approved and constructed are proposed to be converted to non-low- or moderate-income use, a General Plan amendment making the Land Use Diagram density and overall (original) project area density consistent with each other shall have been approved first before the conversion is permitted.

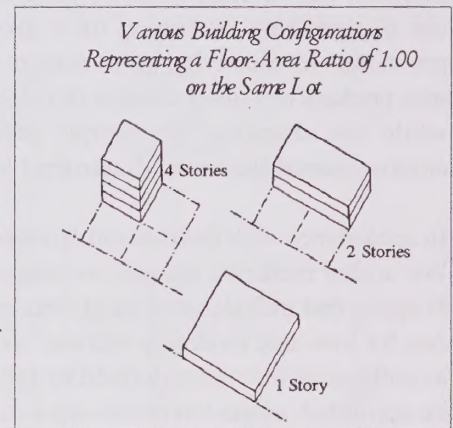
Under California Government Code (Sec 65852.1), the City also continues to consider use permits for second dwellings for seniors ("granny housing") which, subject to public health and safety issues, shall be deemed a residential use consistent with the single family and multifamily designations of this Plan. Such units shall not be considered to exceed the allowable density for the lot upon which it is located.

Departing from the City's past practices, this General Plan specifies residential development standards in terms of a range of dwelling units per acre. In the past, the City's standards specified only the maximum

number of units permitted per acre. The difference is that the updated standards also specify a minimum density for residential designations. The new approach responds to the City's Housing Element (adopted in 1992), which includes a policy and a program calling for establishment of minimum residential densities to "limit underutilization of land and maximize development potential." The specification of minimum densities also allows for more certainty with respect the nature of future development and the overall development pattern. This certainty is critical to effective infrastructure planning and financing in urban areas (e.g., sizing of service lines and treatment facilities and establishing financing mechanisms and fee structures). The specification of minimum residential densities is also valuable to private property interests since it allows for a more definitive determination of the type of development likely to occur or be permitted in a particular area.

Non-Residential Uses

This General Plan presents standards of building intensity for non-residential uses such as commercial and industrial development in terms of maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel). For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross square feet of building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet. The diagram to the right shows graphically how various building configurations representing an FAR of 1.00 could cover a lot.



The FAR standards presented in this report were developed based on consideration of factors such as sewage disposal methods, parking requirements, and building height needs or limitations. FAR standards can, in turn, assist in assessing such planning questions as potential traffic generation, or sewer and water line needs in areas not yet fully developed.

Some land use designations and types of development may not be entirely compatible with the typical density or FAR approaches. These include commercial mobilehome parks and campgrounds, and resource land use designations such as timberland and agriculture. In the former case, special development conditions can be utilized setting a density ratio of spaces to acreage, rather than residential units per acre. Resource lands are generally focused upon resource production with minimum parcel sizes set for management purposes. Residential development can be viewed as accessory activity or as not necessary to the primary use and can be limited or prohibited. Structures associated with resource production activities, such as barns, storage, or milling buildings, are also typically secondary.

LAND USE DESIGNATIONS

The Land Use Diagram of this General Plan, which follows page 1-26, uses 21 residential, commercial, industrial, and other land use designations to depict the types of land uses that will be allowed in the different geographic areas of Crescent City's Planning Area.

City of Crescent City General Plan Land Use Diagram

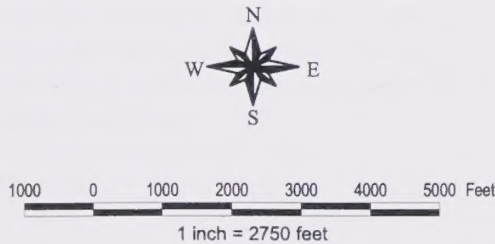
May 21, 2001

Crescent City Land Use Designations

- | | |
|--|---|
| Residential
Single Family (0-2)
Single Family (2-6)
Multi-Family (6-15)
Multi-Family (15-30)
Mobilehome Park | Harbor
Harbor Related
Harbor Dependent
Harbor Dependent Recreation
Harbor Dependent Commercial |
| Commercial
Business-Professional
Visitor and Local Commercial
General Commercial | Conservation and Open Space
Open Space
Natural Resources |
| Industrial
Light Industrial
General Industrial | Overlays
Urban Reserve Overlay |
| Public
Public Facilities and Tribal Lands | Countywide Designation
County Rural Development
County Resources |
- Crescent City City Limit
 Planning Area Boundary
 Urban Boundary
 Coastal Zone Boundary

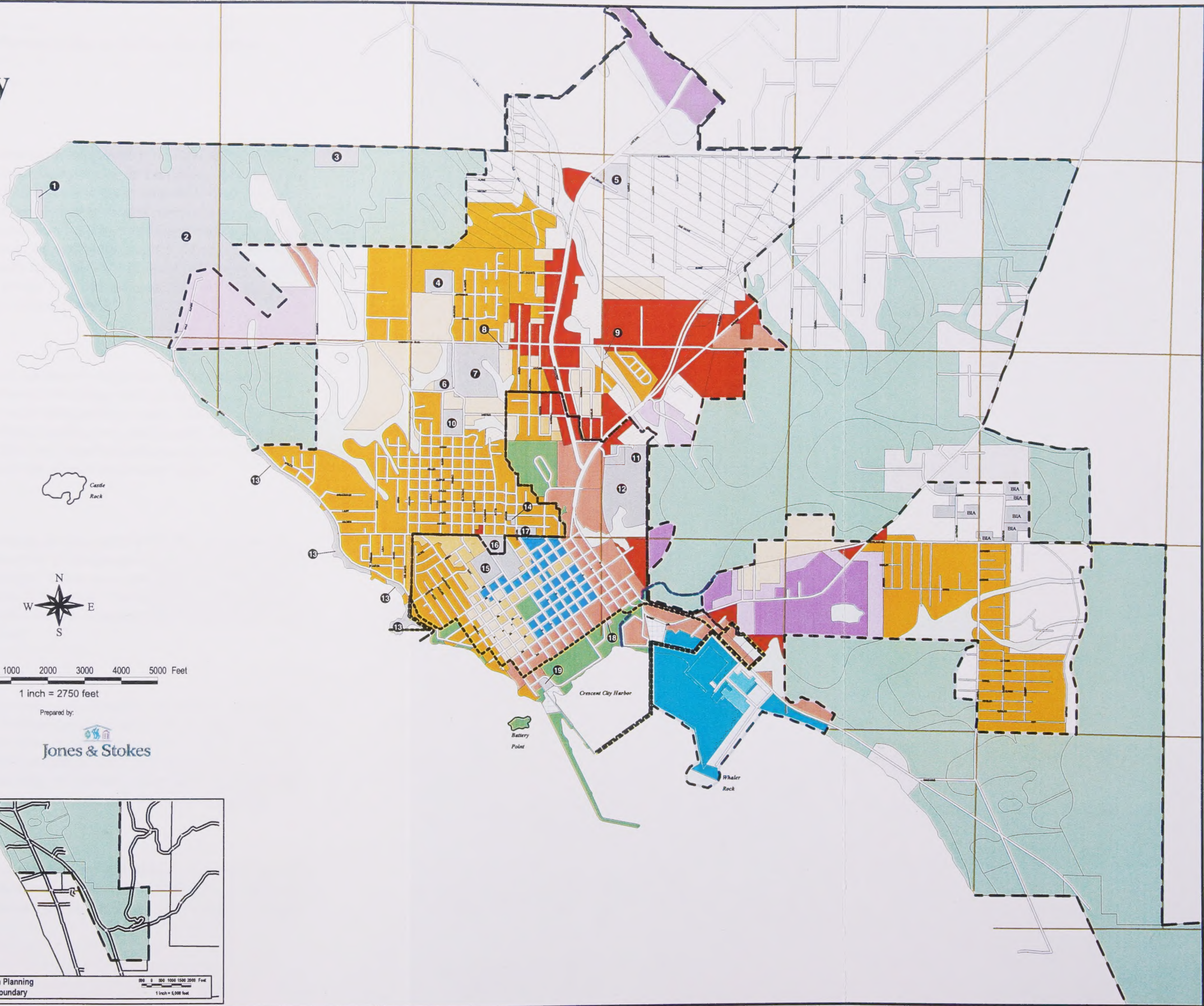
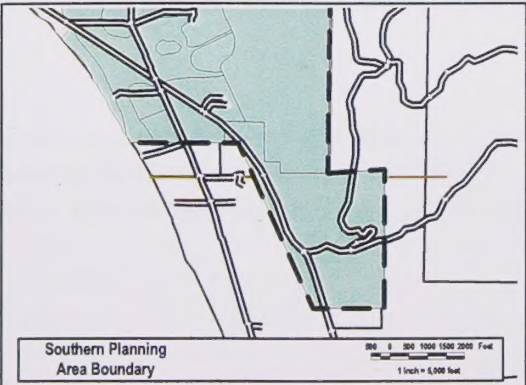
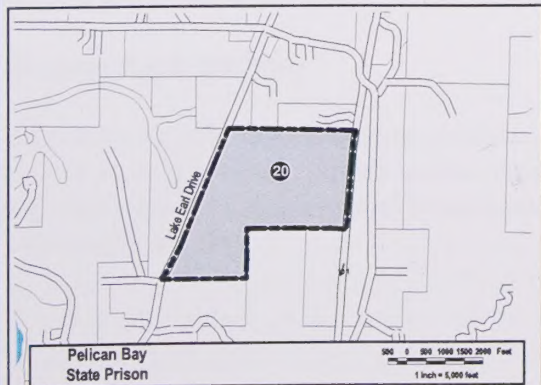
Public Facilities Index

- 1 - County Park (Point St. George Access)
- 2 - County Airport (McNamara Field)
- 3 - County Landfill (Crescent City Landfill)
- 4 - Mary Peacock School
- 5 - Pine Grove School
- 6 - Community College (College of the Redwoods)
- 7 - Del Norte High School
- 8 - Crescent Fire/Emergency Services Center
- 9 - City Water Storage Tank
- 10 - Bess Maxwell School
- 11 - Juvenile Detention Facility
- 12 - Del Norte County Fairgrounds
- 13 - County Park (Pebble Beach Access)
- 14 - Public Utility Center
- 15 - Joe Hamilton School
- 16 - Crescent Elk School
- 17 - County Park (Macken Ballfields)
- 18 - Convention Center
- 19 - Crescent City Municipal Wastewater Treatment Plant
- 20 - Pelican Bay State Prison



Prepared by:

Jones & Stokes



The following sections set forth the purpose of each designation appearing on the Land Use Diagram.

RESIDENTIAL

Residential 0-2 (SF 0-2)

This designation provides for very low to low density residential development within the urban boundary that has few or no community services, or where only community water is available. The need for development of these areas at higher urban densities is dependent upon the extension of urban services. Residential density may not exceed two dwelling units per acre. The principal permitted use under the Residential 0-2 designation is single family residential with accessory buildings and home occupations. The City may grant conditional use permits for home enterprise, second units, guest lodging, small public facilities, large care homes as defined by the California Health and Safety Code, and small, non-intensive, quiet, neighborhood commercial uses such as grocery stores that are compatible with surrounding neighborhoods. Farm animals should be limited generally to larger parcels.

Residential 2-6 (SF 2-6)

This designation provides for low to moderate residential development within the urban boundary. The principal permitted uses under this designation are single family dwellings with accessory buildings and home occupations. Residential densities range from two to six dwelling units per acre. The City may grant conditional use permits for churches, second units, guest lodging, parking lots, small public facilities, large care homes as defined by the California Health and Safety Code, and small neighborhood commercial uses that are compatible with surrounding neighborhoods, such as owner/resident grocery shops.

Multi-Family Residential 6-15 (MF 6-15)

This designation provides for moderate to high density residential development within the urban boundary. Residential densities range from a minimum of six to a maximum of 15 dwelling units per acre. The principal permitted uses are duplexes and clustered multiple-unit buildings. Other uses permitted in this designation include single family dwellings, accessory buildings, and home occupations. The City may grant conditional use permits for churches, day care (exceeding 14 children), convalescent or assisted care homes, professional offices, guest lodging, parking lots, and small public facilities.

Multi-Family Residential 15-30 (MF 15-30)

This designation provides for high density residential development within the urban boundary. Residential densities range from a minimum of 15 to a maximum of 30 dwelling units per acre. The principal permitted use under this designation is multiple-unit buildings. Other uses in this designation include two-family dwellings, townhouses (row houses), rooming houses, accessory buildings, and home occupations. The City may grant conditional use permits for churches, day care (exceeding 14 children), dormitories, guest lodging, convalescent or assisted care homes, nonprofit organizations, parking lots, and small public facilities.

Mobilehome Park (MHPK)

This designation provides for mobilehome residential use in a mobilehome park setting. Uses that may be granted with a conditional use permit include home occupation and recreational vehicle park. Density for this designation shall be a maximum of 10 units per acre. This designation shall not include any area utilized for recreational vehicles.

COMMERCIAL

Business-Professional (BP)

This designation provides for a strong business/government/professional core in downtown Crescent City. This designation essentially serves as a transition between residential districts and commercial districts. Multiple-unit residential uses are permitted as a secondary use at a density of 6 to 15 units per acre. The maximum FAR for non-residential buildings in this designation is 0.85. Examples of specific uses permitted under this designation generally include the following: medical offices and clinics; law firms; accountant offices; insurance, real estate, and financial offices; government facilities (including corporation service yards); social services; entertainment; nonprofit organizations; travel agencies; retail stores, including specialty food production and sales; restaurants; and multi-family residential units.

Visitor and Local Commercial (VLC)

This designation provides for a combination of commercial uses including visitor-serving commercial uses, local-serving commercial uses, and regional-serving commercial uses. Within the coastal zone, however, visitor-serving uses will have priority over all other allowable uses. The focus of this designation is on concentrating uses oriented toward tourism and drawing trade from the entire Del Norte County area. The maximum FAR for buildings in this designation is 0.50. The principal permitted uses under the VLC designation include, but are not limited to, commercial activities such as regional shopping and service centers including wholesale “club” stores and factory outlets; a full range of retail uses including apparel stores, specialty shops, durable goods, and home furnishings; travel and transportation services such as motels/hotels and gas stations; restaurants; entertainment centers; banks; savings and loans, and recreation facilities. Multiple-unit residential uses as a secondary/mixed use at a density of 6 to 15 units per acre may be considered with a conditional use permit. Other uses requiring a conditional use permit include, but are not limited to, new timeshare resort hotels, recreational vehicle parks, mini-storage, medical offices, and public facilities.

General Commercial (GC)

This designation provides for general commercial uses which provide the Crescent City Planning Area with goods, services, and jobs. The maximum floor area ratio (FAR) in this designation is 0.50. The principal permitted uses under this designation include, but are not limited to, commercial activities such as small retail stores and personal service shops; regional shopping and service centers; offices; food services; travel and transportation services such as motels and gas stations; entertainment centers; recreation facilities; and medical centers and services including convalescent homes. The City may grant conditional use permits for regional public facilities, assisted care facilities, secondhand stores, and nonprofit organizations. Residential uses as a secondary/mixed use at a density of 12 units per acre may also be considered. All heavy commercial uses shall be prohibited in the General Commercial designation.

INDUSTRIAL

Light Industrial (LI)

This designation provides for mixed commercial, heavy commercial, and light, non-nuisance industrial uses that may not require prime retail sales and industrial manufacturing locations. This designation is intended primarily for establishments engaged in serving equipment, materials and products, but which do not necessarily require the manufacturing, assembling, packaging, or processing of articles or merchandise for distribution and retail sales. These areas may also serve as transition areas between general industrial uses and less intense commercial, residential, or resource areas. The maximum floor area ratio (FAR) for light industrial designation development is 0.50. The principal permitted uses include, but are not limited to, general commercial uses (not including residential, hospital, or convalescent home uses); retail sales;

enclosed kennels and veterinary clinics; storage; warehousing; machine and welding shops; outdoor contractor; sales and storage yards; light manufacturing where no significant air, odor, water, visual, or hazard issue is found; retail sales; and business and professional offices. A conditional use permit may be granted for mortuaries, public utility services, public facilities, and one residence for security/caretakers at an established development.

General Industrial (GI)

This designation provides for normal operations of heavy commercial, industrial, and manufacturing industries. The principal permitted uses shall include, but not be limited to, storage; warehousing; machine and welding shops; outdoor contractor sales and storage yards; light manufacturing where no significant air, odor, water, visual or hazard issue is found; retail sales; and offices. This may include existing industrial use areas that have limited effect on surrounding uses; areas which have historically served resource production and related product manufacturing; and areas of potential limited industrial use which would be subject to physical performance standards. Its purpose is to provide for such industry and manufacturing and to prevent the intrusion of incompatible uses which could curtail economic production. The maximum floor area ratio (FAR) for industrial designation development is 0.60.

The City may grant a conditional use permit for uses such as mineral processing, animal product processing, wood processing, hazardous materials processing or production, vehicle dismantling, recycled materials processing, or other uses that may be objectionable due to offensive air, odor, water, visual, or hazardous conditions. Non-residential public uses may also be granted. No permanent or transient residential occupancy such as a motel, hospital, mobilehome park, recreational vehicle park, apartment, or residence beyond the single security unit shall be permitted. In addition, uses such as chemical and gas manufacturing are strictly prohibited.

PUBLIC

Public Facilities (PF)

This designation provides for facilities owned by City, County, State, or Federal agencies. This includes, but is not limited to, government offices and courts, public safety facilities (i.e., fire and police stations), hospitals, libraries, forest and recreation areas, parks, airports, solid waste facilities, correctional facilities, water tanks, wastewater treatment facilities, electrical substations, cemeteries, and schools. The maximum floor area ratio (FAR) in this designation development is 0.50.

OVERLAY

Urban Reserve Overlay (URO)

This overlay designation is applied to those properties within the urban boundary that may be considered for future urban development. Land with an URO designation is anticipated to remain in agricultural, open space, or existing residential, commercial, or industrial use until adequate services are made available.

HARBOR

Harbor Related (HR)

The Harbor Related (HR) designation is intended primarily for public and private lands in which commercial and light industrial uses are not dependent upon immediate access to the harbor but benefit from a harbor location. The maximum floor area ratio (FAR) is 0.55. Permitted uses in this designations include restaurants and cafes, marine curio manufacture and sales, hotels and motels, visitor related services including retail sales shops, fishing support services such as net manufacturing and sales, welding and machine shops, boat

brokerage offices and equipment storage yards. Consideration may be given for a conditional use permit for museums, residential uses as a secondary use at a density not to exceed 15 units per acre (including condominiums), recreational facilities, recreational vehicle parks, public uses, bulk fuel storage facilities, energy facilities, and maintenance dredging and dredge spoils placement at approved sites.

Harbor Dependent Recreational (HDR)

This designation is intended to provide areas for commercial-recreational facilities which require immediate access to harbor waters or to be placed adjacent to harbor waters and are directed towards the recreational utilization of the harbor. Typically these areas are owned by the harbor districts or are developed under a land lease with the harbor district. These areas should be served by public water and sewer and public or harbor district roadways.

The principal permitted uses include recreational marinas including beaches, float systems and launching facilities, fuel sales for boats, party boat offices, piers, moorings and breakwaters, recreational boat sales, marine electronic shops, dry storage for trailerable boats, bait and tackle shops, custom fish processing, public parking and sanitation facilities, and maintenance dredging and dredge spoils at approved sites. Consideration may be given for a conditional use permit for dredging, diking and filling for new development, boat ramps and launch facilities, recreational vehicle parks, restaurants, and cafes.

Harbor Dependent (HD)

This designation is intended to provide for harbor dependent uses, which include harbor dependent commercial and harbor dependent recreational activities that must be dependent upon the activities or products generated by Crescent City Harbor. These activities include any function connected with the fishing process or handling and/or storing of equipment necessary to secure fish. Provision of scenic views for public enjoyment are also harbor dependent activities. These lands may be held by the harbor district or privately owned. These areas should be served by public water and sewer and public or harbor district roadways. The maximum floor area ratio (FAR) is 0.50. The principal permitted uses include boat basins, harbor district offices, Coast Guard stations and quarters, marine terminals and docking facilities, ice facilities, fisheries supplies and storage, net repair areas, maintenance dredging and dredge spoils at approved sites, seafood processing, fuel sales, parking areas and publically owned support facilities. Consideration may be given for a conditional use permit for dredging and filling for new development, oil and fuel storage facilities, marine electronic shops and restaurants and cafes.

Harbor Dependent Commercial (HDC)

This designation is intended to provide areas for commercial and industrial activities which require immediate access to harbor waters or placement adjacent to harbor waters. Typically, these areas are developed under a land lease with the harbor district. These areas should be served by public water and sewer and public or harbor district roadways. The maximum floor area ratio (FAR) is 0.40. The principal permitted uses under this designation include, but are not limited to, commercial boat basins, commercial berthing floats, barge boat and ship loading facilities including pipelines, boat and ship building and repair for untrailerable boats, breakwater devices and piers, processing plants for fish or marine products or wastes from such plants, aquaculture and auxiliary facilities, net and gear repair and storage, marine products purchasing and storage facilities, marine electronic repair and sales, ice production and sales, import and export facilities requiring a waterfront location, marine service and supply facilities, maintenance dredging and dredge spoils disposal at approved sites, harbor district offices, Coast Guard docks and quarters, and public facilities such as parking lots. Consideration may be given for a conditional use permit for dredging, diking and filling in conjunction with new development, wastewater treatment plants or facilities, boat ramps and launching facilities, fuel sales, and support or supply facilities for fishermen.

OPEN SPACE

Open Space (OS)

This designation is intended to set aside areas to be used for permanent open space to protect the health, safety, and welfare of the people and visitors of the Crescent City area and to provide spaces for the location and preservation of unusual natural features, historical and cultural sites, and areas that provide energy, water, and recreational activities. This designation is also intended to set aside areas to be used for wind or weather screens and for visual effect. Public property uses include, but are not limited to, parks and playgrounds, vista areas, general open spaces, beaches, wooded areas, drainage canals and channels, airport flight path zones, and marinas. Private property uses include commercial recreation, farming, energy production, transmission corridors, mineral production, water conservation, cemeteries, and marinas.

Natural Resource (NR)

The Natural Resource (NR) designation provides for the protection, enhancement, and restoration of environmentally-sensitive habitat areas and for resource dependent uses consistent with the continuance of such uses. This designation applies to sensitive habitat areas including coastal sand dunes, coastal wetlands, and riparian corridors (i.e., Elk Creek). Due to the nature of the designation, its density is zero. However, subject to dedication of easement or ownership of undisturbed NR habitat as part of a development project, an incentive density may be granted for use in non-NR portions of the same parcel. The incentive shall not exceed the lowest density land use designation immediately adjacent to the habitat areas multiplied by the area of the habitat to be dedicated, divided by three. Dedication should be to a public or quasi-public agency at the time of development.

The allowable uses within designated NR shall be limited to:

1. Fish and wildlife management;
2. Nature study;
3. Wetland restoration;
4. Hunting and fishing including development of duck blinds and similar minor facilities;
5. Those recreational facilities included in a State Park and Recreation/Department of Fish and Game Master Plan submitted and approved as an amendment to the Local Coastal Program;
6. In all areas, the maintenance of flood drainage control and drainage channels;
7. In all areas, removal of windblown trees which threaten existing structures;
8. In riparian habitat areas the following uses are allowed:
 - a. Recreational trails;
 - b. Hunting and fishing;
 - c. Maintenance of existing flood control and drainage channels;
 - d. Wells within rural areas;
 - e. Road maintenance and repair of existing roads. New stream crossings shall be limited when feasible to right angle crossings of streams and stream corridors.

No single-family residences or other structures shall be permitted within an NR area, unless it would result in denial of substantially all reasonable use of the parcel of land.

GENERALIZED COUNTY DESIGNATIONS

The generalized county designations are simplified designations that combine several county designations to areas outside the urban boundary but within the Planning Area. Since these areas are outside of the urban boundary and thus lack services such as water and sewer, it is unlikely the City will annex any of this land within the timeframe of the General Plan (2020).

County Resources (CR)

The County Resources designation applies to areas where timber and agricultural production are the primary focus. Other development is minimal and the provision of public services is limited. County designations included under this broad category include:

- Agricultural General (AG-5)
- Agricultural General (AG-20)
- Timberland (TBR)
- Greenery (G)
- Resource Conservation Area (RCA)

County Rural Development (CRD)

The County Rural Development designation applies to areas where a rural lifestyle prevails and services are provided by a combination of private on-site and limited public facilities. County designations included under this broad category include:

- Rural Mobilehome Park (RMP)
- Rural Neighborhood (RN)
- Rural Residential 1 du/ac (RR1A)
- Rural Residential 1 du/2 ac (RR2A)
- Visitor-Serving Commercial (VSC)

DEVELOPMENT GOALS, POLICIES, AND PROGRAMS

The goals, policies, and programs of this section are organized according to the following categories, each of which relates to a key set of related issues pertaining to land use and development in Crescent City.

- Growth and Development
- The Visitor and Local Commercial (VLC) Area
- Public Open Space
- Tourism
- Maintenance and Safety
- Residential Development
- Commercial Development
- Industrial Development
- Economic Development
- Community Design, Visual Quality, and Appearance
- Harbor Development

GROWTH AND DEVELOPMENT

Goal 1.A. To encourage the overall economic and social growth of the City while maintaining its position of importance in the county and improving its overall aesthetic appeal.

Policies

- 1.A.1. The City shall provide for an orderly outward expansion/annexation of new and existing urban development within the Urban Boundary so that it is contiguous with existing development, allows for the efficient and incremental expansion of infrastructure and public services, and minimizes impacts on the environment.
- 1.A.2. The City shall encourage infill development that makes efficient use of existing public infrastructure and is compatible with existing development.
- 1.A.3. The City shall encourage project sites to be designed to increase the convenience, safety, and comfort of people using public transportation, walking, or cycling.
- 1.A.4. The City and County should cooperate closely in the development of the unincorporated area surrounding the city and should allow for appropriate uses contiguous to the city.
- 1.A.5. The City should avoid jeopardizing its own viability or ability to manage growth in and around the city by through overcommitting the capacity of its systems outside of the city limits.
- 1.A.6. The City supports annexation as a positive means of city expansions but shall evaluate annexation proposals on a case-by-case basis. In reviewing these proposals, the City shall consider the questions listed in Table 1-3. The City shall support only those annexations that:
- Promote orderly development and redevelopment of land within the Urban Boundary;
 - Promote efficiency in service delivery;
 - Are broadly supported by affected residents and property owners; and
 - Are beneficial to the City.

TABLE 1-3	
ANNEXATION CONSIDERATIONS	
1. Resident Support	What is the likelihood of gaining community support from property owners in the annexation area?
2. Development and/or Redevelopment Potential	Will the annexation add vacant developable land to the city or is there potential for significant redevelopment?
3. Strategic Importance	Will the annexation further city goals?
4. Preemptive Action	Would the annexation help prevent unwanted or incompatible development on the city's periphery?
5. Revenue Potential	What amount of revenue can be anticipated from property, sales, and other taxes; will the annexation result in a net revenue gain or a net loss to the city?
6. Cost of Providing Ongoing Municipal Services	What will it cost to provide police services, fire services, road maintenance, parks and recreation, sewer service, and water service; can the city bear the cost of providing these ongoing services in the annexed area?
7. Need for Upgrading Existing Infrastructure	To what degree do existing drainage systems, water delivery systems, sewer collection systems, streets and roads, and other infrastructure need to be brought up to city standards; can the city bear this cost?
8. Potential for Improved Service Delivery	Is there potential for improved service delivery in the annexed area and/or the city as a whole or will some services be reduced?

- 1.A.7. Among urban commercial uses, the City shall ensure that coastal dependant, visitor-serving uses have priority within the Coastal Zone. For those uses along the immediate shoreline, the City shall give priority to uses whose basic feasibility is dependent on a waterside location. 

Implementation Programs

Existing programs are deemed sufficient.

VISITOR AND LOCAL COMMERCIAL (VLC) AREA

General

Goal 1.B: To create a compact, pedestrian-oriented, economically-robust VLC area (see Figure 6) that provides a clear geographic focus for attracting visitors and residents and for increasing private sector investment.

Policies

- 1.B.1. The City shall work jointly with the Redevelopment Agency to promote the development of a compact downtown of concentrated commercial, residential, civic, cultural, and recreational activities.
- 1.B.2. The City shall actively encourage, support, and provide incentives, where feasible, for the types of development it prefers in the VLC area, including the following:
- a. Mixed-use projects;
 - b. Regional anchor stores;
 - c. Tourism-related uses;
 - d. Projects that reinforce viable existing uses; and
 - e. Projects that reinforce the identity of the VLC area.
- 1.B.3. The City shall work jointly with the Redevelopment Agency to promote the VLC area as the city's primary pedestrian, commercial, entertainment center, and gathering place for residents and tourists.
- 1.B.4. The City shall establish a better relationship of Beachfront Park to Downtown Third Street through improved signage and enhanced pedestrian access.
- 1.B.5. The City shall place uniquely-styled (i.e., consistent with the Redwood theme) directional signs along Highway 101 at both the South and North entrances to the downtown area.
- 1.B.6. The City shall improve signage so as to direct more Highway 101 tourist traffic to turn west on Front Street at the Ess Curve.
- 1.B.7. The City shall work jointly with the Redevelopment Agency to provide public parking facilities in the VLC area to accommodate tourist traffic.
- 1.B.8. The City shall work jointly with the Redevelopment Agency to design and install a traffic light at 3rd Street at Highway 101. 
- 1.B.9. The City shall place signs at key points in the city, especially along Highway 101, that clearly identify local amenities such as Battery Point Lighthouse, the pier, and Beachfront Park.

- 1.B.10. The City shall provide easily identified RV parking within sight of both Beachfront Park and the downtown area.
- 1.B.11. The City shall underground power lines located on Third Street. When undergrounding the utilities, streetscape and sidewalk improvements, when feasible, should be made at the same time. 
- 1.B.12. The City should consider widening sidewalks along Third Street to enhance pedestrian traffic. The width can be increased by extending the curb line by the approximate width of a parked car.
- 1.B.13. The City shall work jointly with the Redevelopment Agency to establish and maintain pedestrian-oriented commercial uses such as retail stores, cafes, and restaurants along Highway 101 between Front Street and 9th Street, particularly at the street level. 
- 1.B.14. The City shall work jointly with the Redevelopment Agency to encourage economic investment in buildings, ranging from modest signage improvements and new paint, to major facade improvements, remodels, and new buildings.
- 1.B.15. The City shall promote the creation of a strong and appealing retail environment by requiring the use of transparent commercial storefronts (i.e., windows and doors) and continuous and compatible building facades.
- 1.B.16. The City shall provide leadership and support for creating a performing arts complex and youth/community center within the VLC area.

[See also Policy 1.A.7]

Implementation Program

- 1.1 The City shall continue to implement the Action Plan for Downtown Revitalization.

Responsibility:	Planning Department Redevelopment Agency
Time Frame:	Ongoing

PUBLIC OPEN SPACE

Goal 1.C: To enrich and enhance pedestrian/tourist activity in the downtown by creating attractive and well-maintained public open space that will provide a sense of central space or village atmosphere where people could meet, socialize, and eat.

Policies

- 1.C.1 The City should work jointly with the Redevelopment Agency to renovate Tsunami Landing to make it more visible to the traveling public, make it more pedestrian-friendly, and create a town square or public space for community events. Potential improvements to Tsunami Landing include: building an informational kiosk to direct visitors to points of interest; establishing a community bulletin board (entertainment and community events); setting up benches or permanently-affixed tables and chairs; and placing interpretive displays (of historical events) in key high traffic areas. 
- 1.C.2 The City should work jointly with the Redevelopment Agency to transform the Third Street alley

into a “functional alley” so as to create an attractive seating area and gathering place and provide another access to Tsunami Landing. Potential improvements include creating a mural on the sides of buildings, providing outdoor street furniture, and doing minor landscape improvements. 

1.C.3. The City shall create linkages from downtown open space to Beachfront Park near Front Street.

1.C.4. The City shall create usable, pedestrian-friendly public spaces that meet the criteria listed in Table 1-4.

TABLE 1-4 CRITERIA FOR PUBLIC OPEN SPACES City of Crescent City	
Street Relationship	Does the public space start at the street corner? (The most successful public spaces have an integral relationship to the street.)
Social	- Are there opportunities to “people watch?” - Are there places where people can easily interact?
Accommodations	Is there ample sitting space including tree planters, steps, fixed benches, and movable chairs?
Aesthetics	Are there features within the space that are visually appealing (e.g., vegetation, public art, water fountains)
Comfort	- Is the sitting space comfortable (i.e., the right height) - Does the public space receive enough sunlight? - Are there places with the public space that provide shelter from the elements (i.e., wind and rain)?
Food	Are there places for people to eat their food?

Implementation Programs

See Implementation Program 1.1.

TOURISM

Goal 1.D: To expand and enhance the VLC area, Crescent City Harbor, and downtown as a tourist destination.

Policies

1.D.1. The City should promote its heritage and tourist appeal by designating locations for large community events such as farmer’s markets, festivals, and community and regional events (e.g., Christmas tree lighting ceremony, Sea Cruise, etc. 

1.D.2. The City shall actively encourage, support, and provide incentives, where feasible, for locating visitor-serving development, particularly hotels and bed and breakfast inns, in the area designated as Visitor and Local Commercial (VLC).

1.D.3. The City shall identify and promote tourist attractions/activities using the following methods: creating a visitor center in the downtown; building an informational kiosk; and placing

directional/informational signage along Highway 101. 

- 1.D.4. The City shall support improved pedestrian, bicycle, and transit facilities in the VLC area to provide greater access and mobility for visitors/tourists.

Implementation Programs

See Implementation Program 1.1.

MAINTENANCE AND SAFETY

Goal 1.E: To create a safe, clean, and pedestrian-friendly downtown area.

Policies

- 1.E.1. The City shall work jointly with the Redevelopment Agency to demolish or rehabilitate dilapidated structures within the VLC area.
- 1.E.2. The City shall provide a high level of maintenance to ensure that the VLC area is free of trash and litter.
- 1.E.3. The City shall ensure that street lighting supports a safe, well-lighted pedestrian environment for night use of the VLC area.
- 1.E.4. The City shall provide adequate and attractive trash receptacles on sidewalks which complement the three central themes (i.e., Redwood National Park, Seacoast Fishing Village, and Crescent City's historical past (e.g. 1964 Tsunami)) in Crescent City.
- 1.E.5. The City shall maintain and prune all trees and landscaping in public rights-of-way, parks, and plazas to facilitate visibility and surveillance of public spaces in the interest of public safety.

Implementation Programs

See Implementation Program 1.1.

RESIDENTIAL DEVELOPMENT

Goal 1.F. To provide adequate land in a range of residential densities to accommodate the housing needs of all income groups expected to reside in Crescent City, while ensuring a high quality of residential development.

Policies

- 1.F.1. The City should encourage retention of neighborhood convenience shopping that is compatible with the overall circulation and land use pattern so as to provide convenience for residential areas.
- 1.F.2. The City shall ensure that infill development (either new or rehabilitated residential structures) is compatible with the overall established character of residential neighborhoods.
- 1.F.3. The City shall encourage higher residential densities at locations where convenient access and adequate facilities, including parks and open space, are readily available.

Implementation Programs

Existing programs are deemed sufficient.

COMMERCIAL DEVELOPMENT

Goal 1.G. To designate adequate commercial land for and promote development of commercial uses compatible with surrounding land uses to meet the present and future needs of Crescent City residents, the regional community, and visitors and to maintain economic vitality.

Policies

- 1.G.1. The City shall promote high quality design, visual attractiveness, proper location, adequate sites, sufficient off-street parking, and a convenient circulation system for commercially-designated areas of the city.
- 1.G.2. The City shall discourage isolated and sprawling commercial activities along major roads and instead reinforce the vitality of the area designated as Visitor and Local Commercial (VLC).
- 1.G.3. The City shall encourage consolidation and upgrading of established commercial centers over the development of new shopping centers within the Planning Area.
- 1.G.4. The City shall support the retention and upgrading of small neighborhood retail centers serving the immediate residential neighborhoods and provide for such uses in new residential development. These centers should be located and designed to serve neighborhood pedestrian trade and should not occupy more than one-quarter of the block on which they are located.
- 1.G.5. The City shall require major commercial development to consolidate and control access to avoid congestion, confusion, and traffic conflicts.
- 1.G.6. The City shall work with property owners in older commercial areas to either rehabilitate their properties or convert them to productive uses that are consistent with this General Plan.

[See also Policy 1.A.7]

Implementation Programs

Existing programs are deemed sufficient.

INDUSTRIAL DEVELOPMENT

Goal 1.H. To designate adequate land for and promote development of industrial uses to meet the present and future needs of Crescent City residents for jobs and to maintain economic viability.

Policies

- 1.H.1. The City shall require that new industrial and heavy commercial development projects have convenient and safe access to major transportation facilities (highways and waterfront facilities) to minimize unnecessary and disruptive traffic through residential and other sensitive sections of the city.
- 1.H.2. The City shall prohibit residential or other incompatible uses which could have an adverse impact

on the viability of industrial development. When possible, non-conforming residential uses in industrially-designated areas shall be discouraged and not allowed to expand.

- 1.H.3. The City shall permit mixed industrial and commercial uses only when such uses are determined to be compatible or necessary for operations.
- 1.H.4. The City shall require that industrial development avoids or minimizes creating substantial pollution, noise, glare, odor, or other significant offensive activity that would negatively affect adjacent uses and other areas of the city.
- 1.H.5. The City shall require that industrial development projects provide ample space for truck loading, parking, and maneuvering.
- 1.H.6. The City shall designate specific areas suitable for industrial development and reserve such lands in a range of parcel sizes to accommodate a variety of industrial uses.

Implementation Programs

Existing programs are deemed sufficient.

ECONOMIC DEVELOPMENT

Goal 1.I. To maintain a healthy and diverse local economy that meets the present and future employment, shopping, recreational, public safety, and service needs of Crescent City residents and to expand the economic base to better serve the needs of residents.

Policies

- 1.I.1. The City shall maintain the area designated as Visitor and Local Commercial (VLC) as the main retail/visitor commercial activity center of the city.
- 1.I.2. The City should encourage high density residential development in the downtown area and VLC area to provide a further source of support for commercial activity and to reduce local dependency upon the automobile.
- 1.I.3. The City should encourage selected new industry, which will diversify the economy, provide employment for local area residents, and reduce the cyclical unemployment effects of the lumber, fishing, and tourist industries, to locate in the Crescent City area.
- 1.I.4. The City and County should encourage development of a well-designed industrial park area in order to attract light industrial development to the area. Strong consideration should be given to the airport area (under flight approach pattern) and the Harbor, Elk Valley Road, and Lake Earl Drive north of Blackwell Road areas.
- 1.I.5. The City should encourage development of a motel/hotel near southern side of the Cultural and Convention Center.
- 1.I.6. The City and County should cooperate in eliminating defunct or abandoned structures on industrial land which pose a visual blight and physical hazard.
- 1.I.7. The City shall provide municipal services to commercial/industrial areas to encourage the retention, expansion, and development of new businesses that act as employment generators.

- 1.I.8. The City shall promote economic expansion based on Crescent City's unique recreational opportunities and natural resources. 
- 1.I.9. The City shall actively participate in economic development efforts with Del Norte County, the Economic Development Corporation, the Harbor District, and other economic development organizations. 
- 1.I.10. The City shall actively and regularly solicit the views of the business community in matters affecting Crescent City's economic climate and development.
- 1.I.11. The City shall provide opportunities for home businesses such as home occupations (non-intensive, resident only businesses), residential and community care facilities (as defined in the California Health and Safety Code for residential use), and guest lodging (small bed-and-breakfasts accessory to residential use).
- 1.I.12. The City further encourages the private development of visitor-serving facilities and supports private/public partnerships that build such facilities or that facilitate visitor activities.

[See also Policy 1.A.7]

Implementation Programs

- 1.2 The City will pursue streamlining of the development project review process to reduce the time required for review of new economic development proposals.

Responsibility: Planning Department

City Council

Time Frame: Ongoing

COMMUNITY DESIGN, VISUAL QUALITY, AND APPEARANCE

Goal 1.J. To maintain and enhance the quality of Crescent City's built environment (i.e., historical buildings, major corridors, city entrances, landscape, and streetscape).

Policies

- 1.J.1. The City shall preserve, to the greatest degree possible, the remaining older structures which serve as a physical reminder of the City's historical past. The City shall give priority to preserving those structures of architectural or historical significance. 
- 1.J.2. The City shall work jointly with the Redevelopment Agency to aggressively support facade improvements for buildings in the VLC area, including provision of incentives. Buildings along the Highway 101 couplet, Front Street, and 3rd Street should have the highest priority.
- 1.J.3. The City shall make the improvement or removal of dilapidated buildings throughout the city a code enforcement program priority. This is particularly important in the downtown area and the residential neighborhoods of the city. 
- 1.J.4. The City shall selectively allow conversion of older structures from single-family residential to other uses (such as commercial or multi-family residential) if the intrinsic character and outward

appearance of the structure is not altered. Demolition of these structures should be very selective. 

- 1.J.5. The City shall ensure that all new development in the Crescent City area be of quality design and provide an adequate level of amenities. 
- 1.J.6. The City shall develop an active program for providing public art. 
- 1.J.7. The City shall pursue streetscape improvements, such as public art, landscaping, and street enhancement, in the VLC area.
- 1.J.8. The City shall establish landmark features (e.g., sculptures) at the terminus of key downtown area streets, most importantly where Front Street and 9th Street meet Highway 101.
- 1.J.9. The City shall work jointly with the Redevelopment Agency to develop community gateway entry facilities.
- 1.J.10. The City's major highway entrances should be developed as scenic corridors through the use of an architectural design theme, removal of overhead utilities, landscaping, and similar measures to improve the appearance of the approaches to the City.
- 1.J.11. The City shall work jointly with the Redevelopment Agency to create unified landscaping and streetscape elements (i.e., streetlights, seating, signage, and banners), to create a downtown identity, and to unify the three central theme elements of Crescent City (i.e., Redwood National Park, Seacoast Fishing Village, and Crescent City's historical past (e.g. 1964 Tsunami)). 
- 1.J.12. The City shall work jointly with the Redevelopment Agency to enhance the pedestrian environment through streetscape elements such as attractive planter boxes, comfortable seating, attractive and functional lighting and street signs, and attractive trash receptacles.
- 1.J.13. The City shall replace "freeway style" streetlights with more attractive "human scale" lights.
- 1.J.14. The City shall encourage and assist in the development of murals to enliven blank walls in the areas designated Visitor and Local Commercial (VLC) and Business Professional (BP). The murals shall be consistent with the city's three central themes.

Implementation Programs

See Implementation Program 1.1.

HARBOR DEVELOPMENT

Goal 1.K. To ensure optimum utilization of the Harbor's commercial tourism and recreational potential, while allowing for appropriate public and private uses, developing access as a Harbor, conserving the Harbor's open water, improving the Harbor's aesthetic appeal, and increasing its economic viability. 

Harbor Development Policies

- 1.K.1. The continuing development and expansion of the Harbor should seek to satisfy as reasonably as possible all commercial, recreational, and public demands. In planning for the limited area of the

Harbor, the plan should consider reserving portions of the Harbor area and its expansion area in the following three categories:

1. Harbor Dependent: Those activities which would require immediate access to the Harbor waters;
2. Harbor Related: Activities which are dependent in some way upon a Harbor location; and
3. Harbor Consistent: Activities which would benefit from a Harbor location and would enhance the overall viability of the Harbor. ☞

1.K.2. The City should encourage the Harbor District to adopt design criteria for new construction in the Harbor, specifically in regards to establishing a motif for commercial activities. ☞ (Revised)

1.K.3. The City, County, and Harbor District should continue to effectively plan and coordinate for the overall development of the Harbor and its adjacent land. ☞

Harbor Safety and Design Policies

1.K.4. The City, County, and Harbor District should continue to petition appropriate Federal and State agencies to accelerate the study of littoral sand movement and its relationship to harbor sanding, beach sand replenishment, coastal bluff erosion (north of Battery Point), and suitable locations for ocean disposal. ☞

1.K.5. The City, County, and Harbor District should apply for assistance in evaluation of the cost-benefit ratio of an extension of the breakwater system in relationship not only to tonnage shipped from the harbor, but also in protecting the substantial investment in local, State, and Federal agencies. ☞

1.K.6. Since the present Coast Guard Dock and Station do not allow an immediate view of vessels crossing the entrance bar and the dock locates the cutter in the more congested area of the Harbor (which increased its time to be underway), the City and County should encourage the Harbor District and Coast Guard to consider removing personnel quarters and docking facility away from the congested area of the inner harbor basin. The dock could be of filled material which reduce maintenance and increase available space. ☞

1.K.7. The City should build a Coast Guard Helicopter pad facility in the Harbor area for emergency use. In that this use would be infrequent and not water dependent, the City shall consider the Harbor area east of Highway 101. ☞

1.K.8. Since the wooden construction of Citizen's Dock is expensive to maintain and costly to insure, the City should consider studying the feasibility of replacing the wooden structure with aggregate fill. ☞

1.K.9. The City shall locate energy facilities, oil and gas development, tanker facilities, refineries, electric generating plants, and electric cogenerating projects within those areas designated as Harbor Related. The City shall allow the development of such a facility upon the inclusion and approval of the proper protection devices to prevent crude oil, gas, petroleum, or other hazardous substances from being spilled, or from contaminating areas beyond the project site. ☞

Diking, Dredging, Filling, and Shoreline Structure Policies

1.K.10. The City shall be supportive of any permitted Harbor dredging which will encourage harbor development. ☞

- 1.K.11. The City shall limit the filling and dredging of coastal waters to those uses that are consistent with Section 30233 of the California Coastal Act, and which directly enhance harbor dependent uses such as recreational or industrial programs. ☞
- 1.K.12. The City shall restrict the diking, dredging, and filling of wetlands in Elk Creek and McNamara annexation within the Coastal Zone to those allowable uses identified within Section 30233 of the California Coastal Act. ☞
- 1.K.13. The City shall, in conjunction with the Harbor District, County of Del Norte, Del Norte Hospital District, Coastal Commission staff, and the Department of Fish and Game, develop a sand management program for the dispersal of sand on existing fine-grained sand beaches only. The plan shall include, but not be limited to, the amount of sand to be placed yearly, months of the year when placement is possible, hours of operation, and the need for an annual sand budget. Any such program shall require a Local Coastal Plan amendment approved by the California Coast Commission. ☞
- 1.K.14. The City's priority for use of any dredged sand is to be for the Battery Point Recreational Area development. The placement of sand in this area shall conform with any sand management program approved by the California Coastal Commission and the following restrictions:
- The following uses for said sand are prohibited:
- The development of a parking and picnic area.
 - The filling between Battery Point and the mainland.
- If the recreational boating marine takes place, the placement of sand for a jetty shall be the least amount needed to provide for a single-wide roadway on top of the jetty. ☞
- 1.K.15. If the recreational boating marina takes place, the City shall ensure that the placement of sand for a jetty be the least amount needed to provide for a single-wide roadway on top of the jetty. ☞
- 1.K.16. The City shall require that new development minimize risks to life and property in areas of high geologic hazard, assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. ☞
- 1.K.17. The City shall approve revetments, breakwaters, groins, harbor channels, seawall, cliff retaining wall, and other such construction that alters natural shoreline processes when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. "Existing structure" means a structure in existence on March 14, 2001. ☞
- 1.K.18. The City shall include a condition in the approval of all new development on ocean fronting parcels that no shoreline protective structure shall be allowed in the future to protect the development from bluff erosion. Prior to the issuance of a coastal development permit for the development, a deed restriction acceptable to the Planning Director shall be recorded memorializing the prohibition on future shoreline protective structures. ☞

Implementation Programs

Existing programs are deemed sufficient.

ADMINISTRATION AND IMPLEMENTATION

Goal 1.L. To provide for the ongoing administration and implementation of the General Plan.

Policies

- 1.L.1. The City shall review the General Plan annually and revise it as deemed necessary. 
- 1.L.2. The City shall not amend the General Plan more than four times per year. Each amendment, however, may include multiple changes. 
- 1.L.3. The City shall conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, every five years and revise it as deemed necessary. 
- 1.L.4. The City shall review and amend, as necessary, applicable ordinances and regulations to ensure consistency with the General Plan. 

Implementation Programs

- 1.3 The Planning Commission shall review the General Plan annually, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission's report to the City Council shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code §21081.6 for a mitigation monitoring program. 

Responsibility: Planning Commission
Planning Department
Time Frame: FY 01-02; annually thereafter

- 1.4 The City shall conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, every five years and revise it as deemed necessary. 

Responsibility: City Council
Planning Commission
Planning Department
Time Frame: FY 05-06; every five years thereafter

- 1.5 The City shall investigate and implement, as appropriate, mechanisms to be used for funding the five-year update of the General Plan. 

Responsibility: City Manager
Planning Department
Time Frame: Ongoing

- 1.6 The City shall review and amend, as necessary, applicable ordinances and regulations referenced herein to ensure consistency with the General Plan. These shall include the following:

- Zoning Ordinance
- Subdivision Ordinance
- Development standards

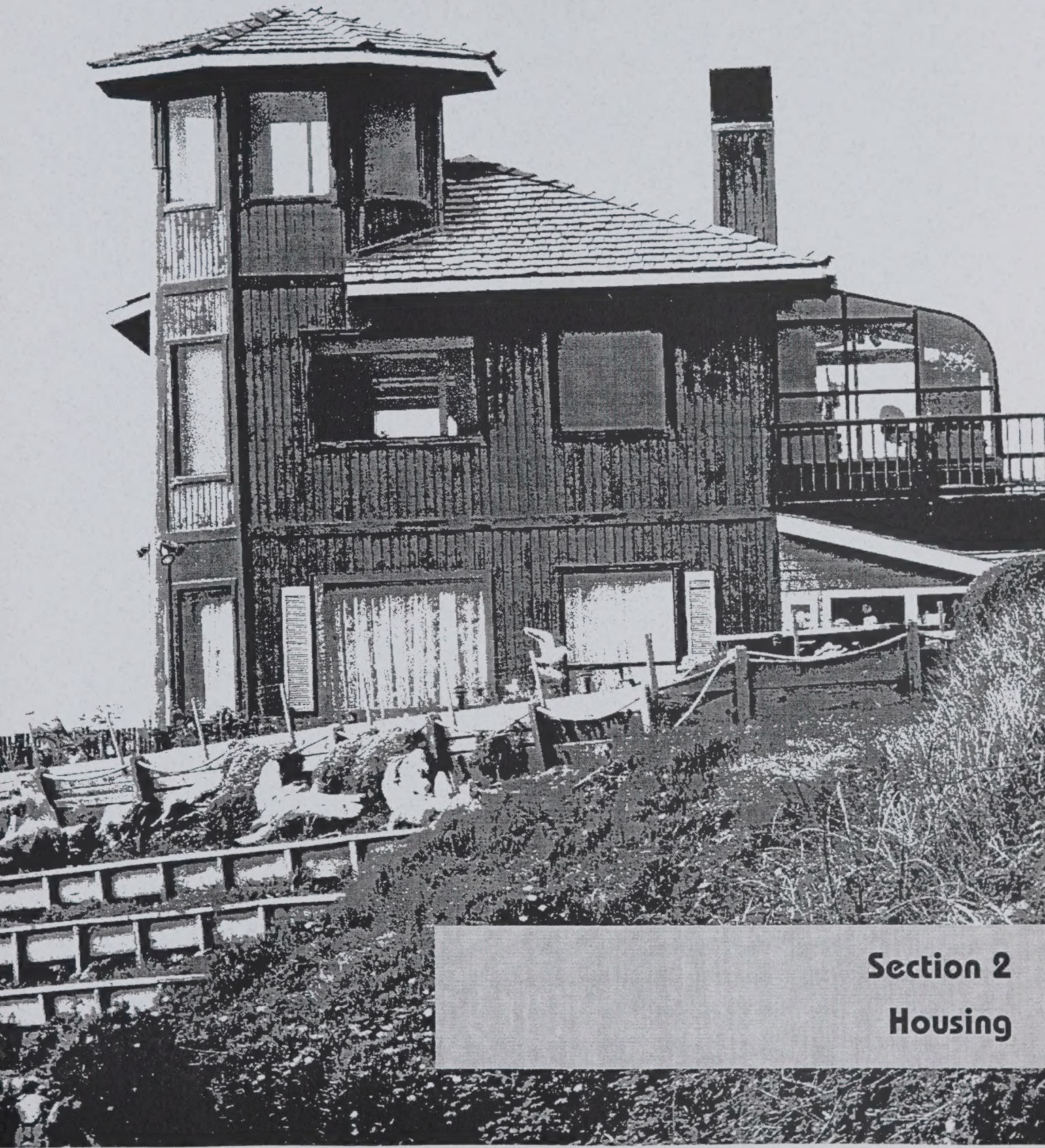
Responsibility: Public Works Department
Planning Department

Time Frame: FY 02; 03-04 as necessary

- 1.7 The City shall implement the provisions of this General Plan through its ongoing project review process.

Responsibility: Planning Commission
City Council

Planning Department
Time Frame: Ongoing



Section 2

Housing



SECTION 2

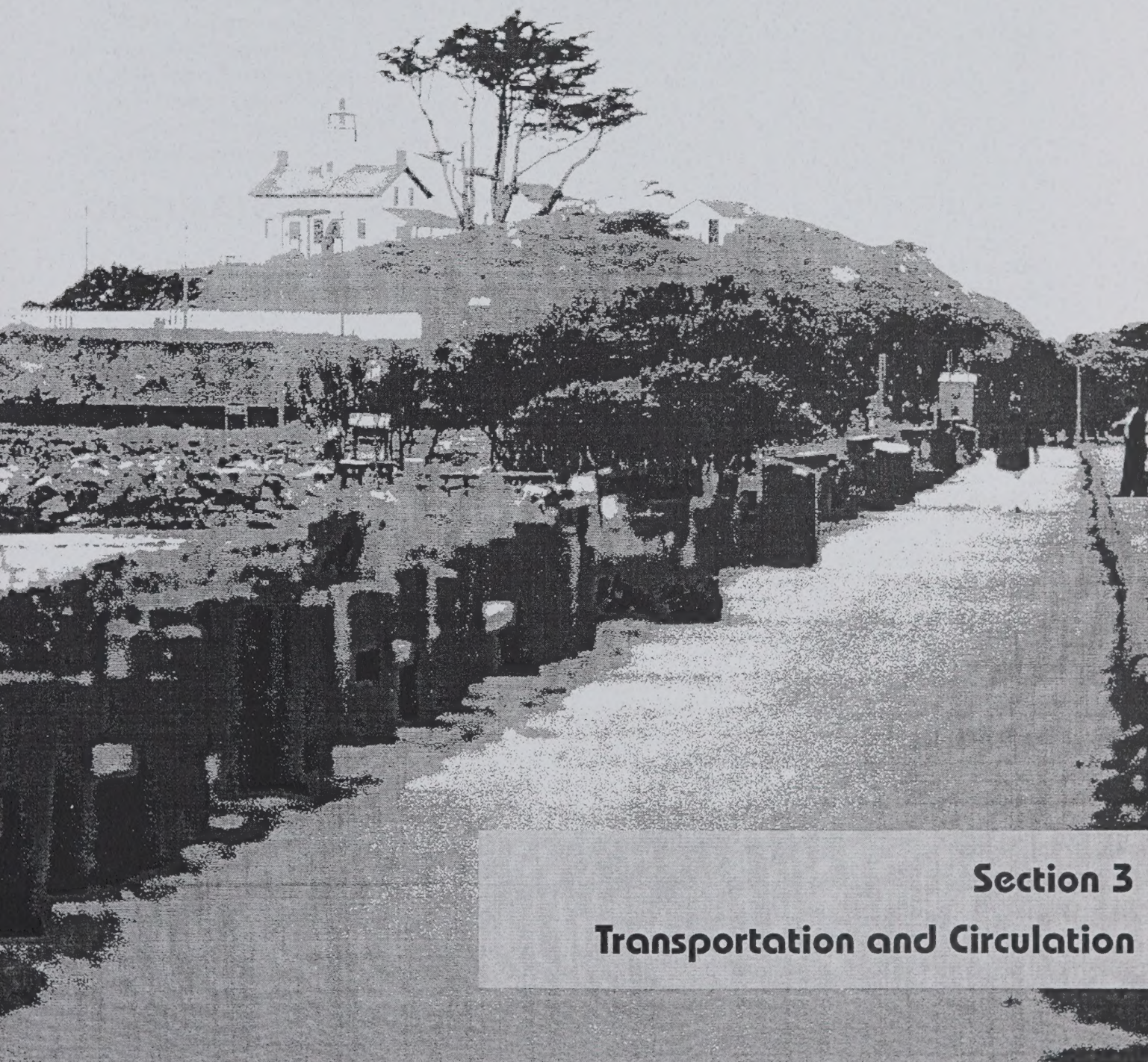
HOUSING

[NOT PART OF THIS UPDATE]

SECTION 2

HOUSING

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Section 3

Transportation and Circulation

SECTION 3

TRANSPORTATION AND CIRCULATION

This section outlines the City's goals, policies, and programs for the continued development and enhancement of Crescent City's transportation and circulation system. The section includes goals, policies, and programs addressing the following subjects:

- Street and Highway System;
- Public Transportation;
- Bicycle Transportation;
- Pedestrian Transportation;
- Air Transportation;
- Maritime Transportation; and
- Teletransportation.

CIRCULATION DIAGRAM

The Circulation Diagram depicts the proposed circulation system for the City of Crescent City to support existing and planned development under the Land Use Diagram (see Figure 3-1). The circulation system is also listed in Table 3-1. This circulation system is shown on the diagram by means of a set of roadway classifications, developed to guide Crescent City's long-range planning and programming. Roadways are classified in this system based on the linkages they provide, their function in the hierarchy of roadways, and their importance to the land use pattern, traveler, and general welfare.

ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Roadways serve two necessary but conflicting, functions: mobility and property access. High and constant speeds, with few interruptions and limited conflicting traffic, are desirable for mobility. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; freeways and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

An efficient transportation system is an important component of a strong and dynamic economy. Access control is the greatest single correlative to traffic safety and regional mobility. Good access management practices will ensure that the transportation system will continue to serve the needs of Crescent City by insuring safe, efficient, and convenient mobility.

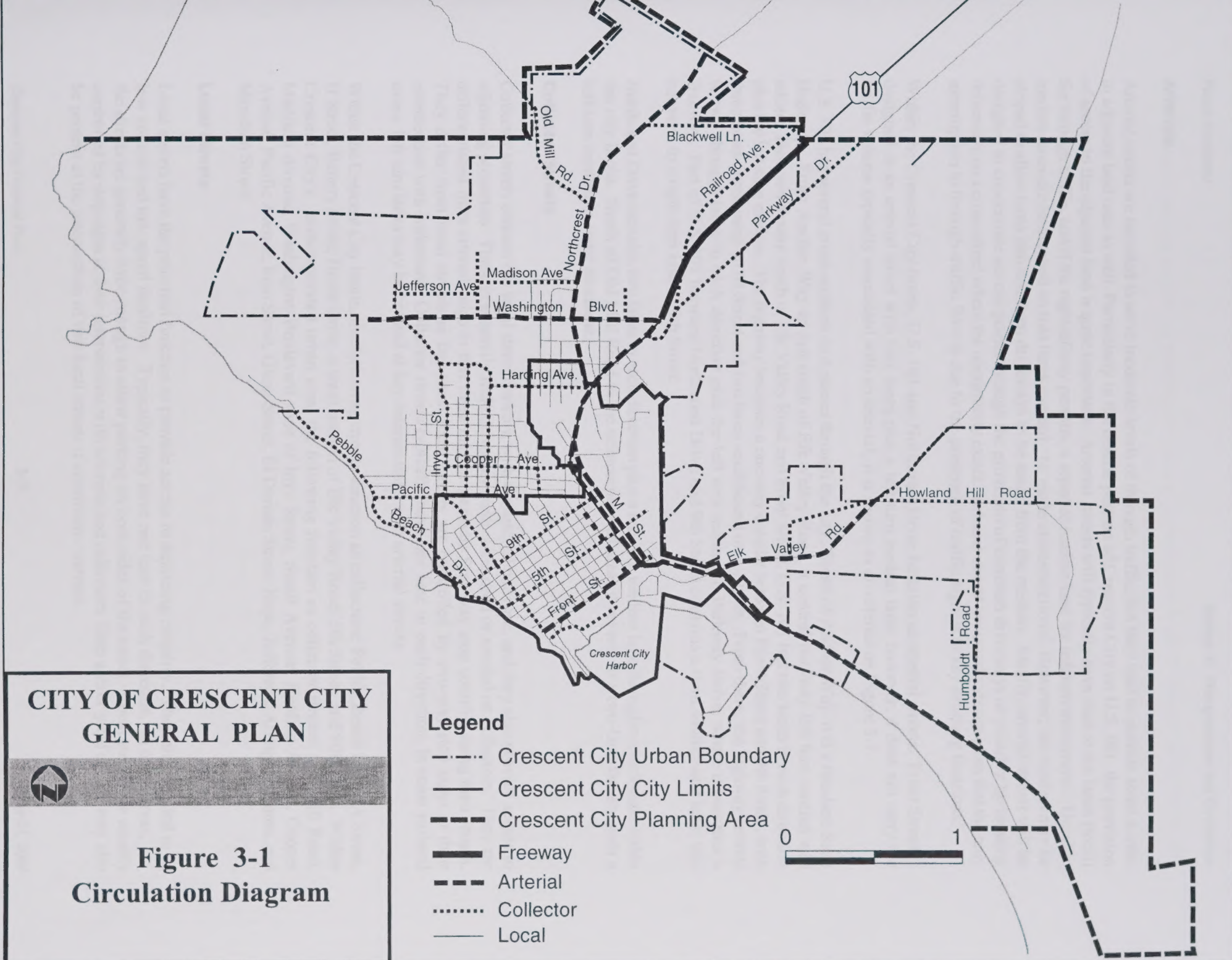
The Circulation Diagram represents the official functional classification of existing and proposed streets, roadways, and highways in the city. This diagram depicts the State highways, arterial, and collector roadway system in Crescent City. All other roadways are classified as local streets. The following paragraphs define the linkage and functions provided by each class of roadways.

TABLE 3-1 ROADWAY DESIGNATIONS Crescent City Planning Area	
ROADWAY CLASS	ROADWAY
Freeway	Highway 101 (north of Parkway Drive)
Arterials	Elk Valley Road* (Highway 101 - Howland Hill Road) Front Street Highway 101 (south of Parkway Drive) Northcrest Drive* Washington Boulevard*
Collectors	2 nd Street (A Street to B Street) 5 th Street 9 th Street Arlington Drive** B Street (Front Street to 2 nd Street) Blackwell Lane* Cooper Avenue El Dorado Street Elk Valley Road (Howland Hill Road - Norris) Glenn Street (Pacific to Inyo) Harding Avenue Howe Drive Howland Hill Road (Elk Valley Road - Wayante) Humboldt Road Inyo Street/A Street (2 nd Street to Washington Blvd.) Jefferson (Arlington-Napa)** Madison Avenue* Meridian Street Napa Street (Washington-Jefferson)** National Boulevard (Elk Valley-Union)** Old Mill Road* Pacific Avenue Parkway Drive Pebble Beach Drive Railroad Avenue* Summer Lane** Union Street (National-Elk Valley)**
*Upgrade of FHWA classification due to development **New road—not FHWA-listed Source: City of Crescent City, Department of Public Works, 1999; Del Norte County Community Development Department, 1999.	

ROADWAY NETWORK

Freeways

Freeways are facilities that exclusively have a traffic-carrying role. No access is provided to freeways except at designated interchanges. Freeways are designed to be high speed, high capacity facilities intended to move as many as 20,000 cars per lane per day. Currently, the only freeway in Crescent City is the portion of U.S. 101 north of Parkway Drive.



CITY OF CRESCENT CITY GENERAL PLAN



Figure 3-1
Circulation Diagram

Legend

- · — Crescent City Urban Boundary
- Crescent City City Limits
- — — Crescent City Planning Area
- Freeway
- — — Arterial
- Collector
- Local



Arterials

Arterial streets are intended to serve moderate levels of through traffic, but they tend to provide some access to adjacent land uses as well. Particularly in the central portion of Crescent City on U.S. 101, the provision of access to the adjacent land is quite important. Arterial streets will typically have four to six lanes (total) for through traffic, and if the right-of-way permits, a separate median lane for left turn movements. Usually, median lanes are landscaped so that turns can only be made at intersections. However, the median may be striped to allow turns into and from driveways to be made from the median. Ideally, arterial streets will be designed to concentrate access points through the provision of common driveways or possibly by locating driveways on a cross-street where the opportunity exists. Arterial streets are usually designed so that the only interruption to through-traffic flow is due to the presence of traffic signals at key crossing locations.

Within the Crescent City limits, U.S. 101 and Northcrest Drive function as arterial streets. Front Street is designed as an arterial street with four lanes plus a left-turn median lane; however, it does not carry the traffic volume typically associated with an arterial; it is shown as an arterial on Figure 3-1.

U.S. 101 has several cross-sections as it passes through the city. South of Anchor Way, it is a two-lane State Highway. From Anchor Way to just south of Elk Valley Road, a central two-way left turn median was added. Between a point south of Elk Valley Road and Front Street, U.S. 101 has two lanes in each direction plus the left-turn median. The highway becomes a one-way couplet between Front Street and 9th Street, with three lanes northbound on M Street and two lanes southbound on L Street. From there, the highway reverts to two through lanes in each direction plus the left turn median to Parkway Drive, where it becomes a freeway. Part of U.S. 101 between Northcrest Drive and 9th Street contains a third southbound lane; this converts to a right-turn lane at 9th Street.

Northcrest Drive includes two lanes in each direction plus a left-turn median lane throughout its length within the city limits. North of Old Mill Road in the unincorporated area, it reverts to a two-lane facility with a left-turn median in some locations.

Collector Streets

Collector streets connect the local street network with the arterial network, and they also provide access to adjoining properties. There is generally little driveway control imposed or needed on collectors. They are differentiated from arterials also in that there may be periodic four-way stop controls along their length. They differ from local streets in that most local streets are controlled by two-way stop signs at their intersection with collectors. Collector streets typically have one lane in each direction. In some isolated cases, left turn lanes may be created at key intersections with arterial streets.

Within the Crescent City limits, the following streets function as collectors: Pebble Beach Drive, A Street, H Street, Battery Street, Howe Drive, a short section of Elk Valley Road, 5th Street, and 9th Street. Within Crescent City's unincorporated urban area, the following function as collector streets: Old Mill Road, Madison Avenue, Washington Boulevard west of Inyo Street, Small Avenue, Harding Avenue, Cooper Avenue, Pacific Avenue, Inyo Street, Glenn Street, El Dorado Street, Napa, Jefferson, Arlington, Union, and Meridian Street.

Local Streets

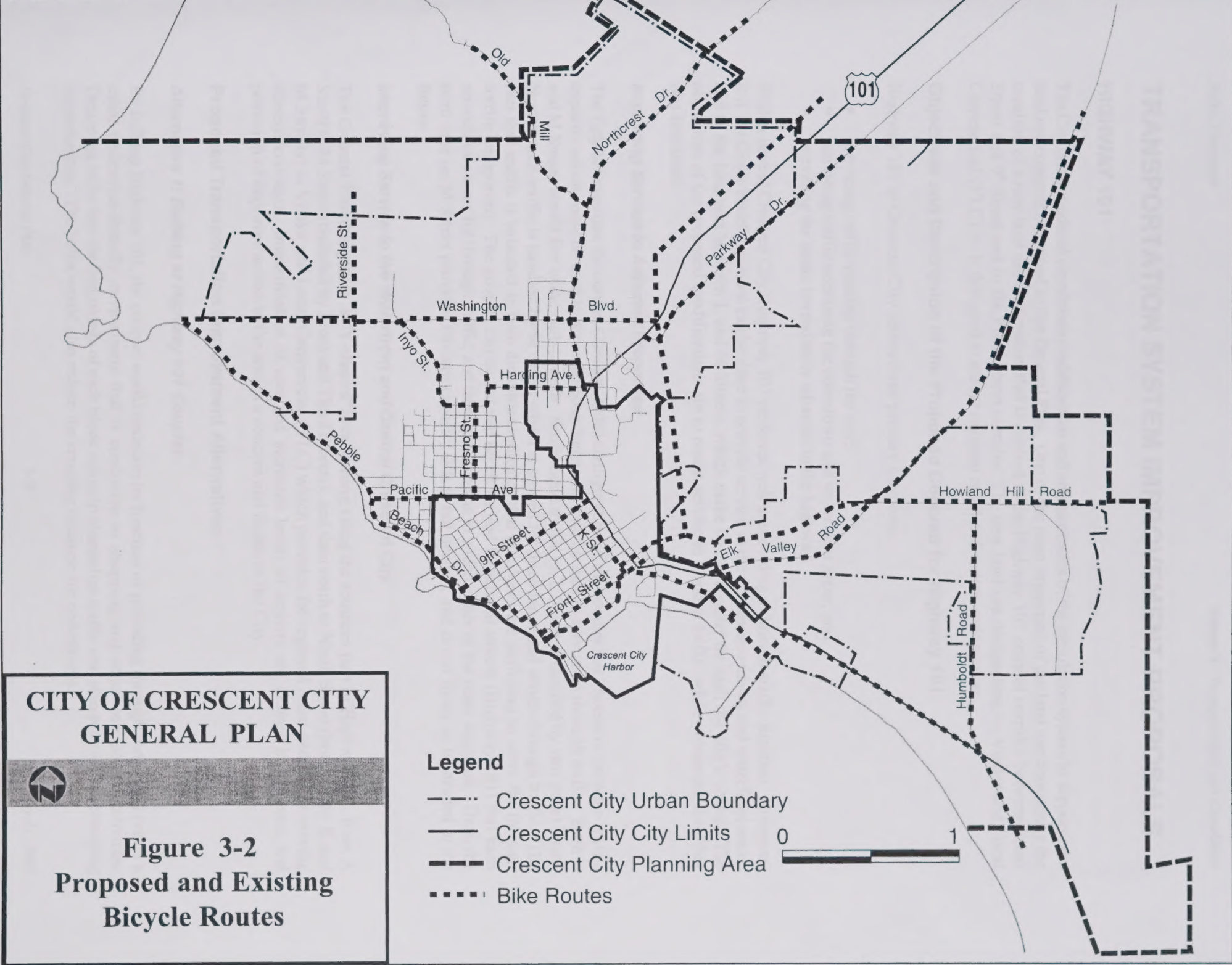
Local streets have the principal function to provide access to adjoining property. They are intended to be low volume and low speed facilities. Typically, they have one lane in each direction. In urban areas, the streets are generally wide enough to allow parking on both sides of the street. Local streets are usually controlled by stop signs at their intersections with arterials and collectors. Stop and/or yield control may also be present at the intersection of two local streets if conditions warrant.

All streets in the area not designated as freeway, arterial or collectors are defined as local streets.

BICYCLE ROUTE NETWORK

The City of Crescent City established a bike route system that utilizes lightly used residential streets, other street sections with separate bike lanes, and sections of bike paths. The Del Norte County and Crescent City Bicycle Facilities Plan identifies a system of bikeway routes in the city and county. The Plan, which was originally adopted in 1987 and periodically updated, designates bikeway routes in the greater Crescent City area. Figure 3-2 and Table 3-2 identifies these routes.

TABLE 3-2 EXISTING AND PROPOSED BICYCLE ROUTES City of Crescent City Planning Area	
Bikeway	Class
Hobbs Wall Trail (Parkway to Howland Hill)	Class I
K Street (9 th to Front Street)	Class III
Harbor Trail (Howe Drive Path to 101 via Starfish)	Class I and II
Front Street (A to N St)	Class I and III
Railroad Ave (Parkway to Elk Valley Rd)	Class I and II
Coastal Trail/Highway 101 (selected segments)	Class I and II
A Street (Front Street to Lighthouse)	Class I and III
Riverside Trail (Washington through Dead Lake SP)	Class I and II
Enderts Beach Road (Hwy 101 to lookout)	Class I and II
Pebble Beach Drive (Washington to 9 th St)	Class I, II and III
2 nd Street (K Street to Elk Creek)	Class I, II and III
Coast to Caves Trail (RNSP/SRNRA)	Class I, II and III
Inyo Street (Washington to Hamilton)	Class II
Hamilton Ave (El Dorado to Inyo)	Class II
Howe Drive/Lighthouse Path (Lighthouse to Elk Creek)	Class I
Blackwell Ave (Northcrest to Railroad)	Class II
Parkway Drive (Washington Blvd to Route 199) -	Class II
Howland Hill Road (Elk Valley Rd to RNSP)	Class II
Humboldt Road (Howland Hill Road to Hwy 101)	Class II
Coastal Trail (Pebble Beach Dr. to Lighthouse)	Class I, II and III
Old Mill Road (Northcrest to Wildlife Area)	Class II
Northcrest Drive (Washington to Standard Veneer)	Class II and III
Washington Blvd	Class II and III
Elk Valley Road	Class II and III
El Dorado Street (Hamilton to DNHS)	Class III
Harding Ave (El Dorado to City Limits)	Class III
Fresno Street (Hamilton to Pacific)	Class III
Pacific Ave (Pebble Beach to H St)	Class III
Magruder St. (Elk Valley Road to Kent Street)	Class I
Harbor x Trail (Rees/Towers from Magruder - Harbor Trail)	Class I
Source: Del Norte County and City of Crescent City Bike Plan, 1999; and City of Crescent City Planning Department, 1999.	



TRANSPORTATION SYSTEM IMPROVEMENT PROPOSALS

HIGHWAY 101

The City has considered circulation modifications and enhancements of the circulation system to support new land use concepts contained in this General Plan. One of the most important of the land use concepts is the creation of a new land use designation that is applied to the Highway 101 couplet corridor between Front Street and 9th Street and to the Front Street corridor. The new land use designation — Visitor and Local Commercial (VLC) — is designed to attract regional retail and visitor-serving uses.

Objectives and Description of the Proposed Concept for Highway 101

Highway 101 in Crescent City serves three primary functions:

- servicing traffic passing through the city;
- servicing traffic accessing the downtown and waterfront areas; and
- servicing the lands immediately adjacent to the highway.

Within central Crescent City, Highway 101 performs well at providing a through-traffic function. However, it is the City's belief that more can be done to provide service to the greater downtown and waterfront areas, and to the land area between L and M Streets, which make up the couplet through the city's center. The objectives of the proposed modifications are to retain service to through traffic while enhancing the other two functions.

Improving Service to Adjacent Properties

The City believes that the current (January 2000) configuration of the couplet has excessive through-traffic capacity which could be used to serve the other functions with no loss in service to through traffic. Both L and M Streets are 40 feet wide, curb-to-curb. Southbound traffic on L Street is handled by two travel lanes. Northbound traffic is handled by M Street which is striped for three lanes and serves through traffic. The fact that traffic is balanced in both directions indicates that two lanes are sufficient to serve the through traffic component. The couplet can be entered on either end by arterial streets (Highway 101) that each provide two lanes for through traffic, and there are no plans to widen either of the outer segments. Thus, the third lane on M Street provides through capacity that is not needed, and is not likely to be needed in the future.

Improving Service to the Waterfront and Central Crescent City

The General Plan designates a "Y-shaped" area starting along the southern part of Highway 101, from A Street to M Street (bounded by Front and Third Streets), and then north to Ninth Street (bounded by K and M Streets) as Visitor and Local Commercial (VLC) which provides for regional retail and visitor-serving commercial uses. Intensification of uses and increased levels of activity are desired in this area, and provision of improved access to the area is a concern and desire of the City.

Proposed Transportation Improvement Alternatives

Alternative 1: Bulbing of Highway 101 Couplet

By bulbing Highway 101, the couplet would maintain its function of providing through traffic and create a more pedestrian-friendly environment that is conducive to shopping and other commercial activities. Designing bulbs into the beginnings of each block can help channelize traffic and also provide streetscaping opportunities. The bulbs would also reduce the crossing distance for pedestrians.

The third lane on M Street could be refocused into a left-turn lane, and a similar concept could be applied to L Street (See 3-3a). Left-turn lanes could better serve the block between the two streets and enhance access onto and from the parcels within the couplet. This concept is similar to what has recently been constructed on Highway 101 in the center of Eureka (except that in Eureka, the couplet is wide enough to provide for three through lanes and parking on both sides).

Alternative 2: Roundabout at the “S-Curve”

The second alternative involves improving access to the downtown and Front Street by redesigning the area known as the “S-Curve” just south of Front Street. The concept shown in Figure 3-3a uses many of the elements of a traffic circle to place more emphasis on allowing northbound traffic to turn left onto Front Street from Highway 101. It incorporates the traffic signal proposed at the Front Street/L Street intersection. Front Street between L and M Streets is proposed to be effectively converted to a one-way westbound operation, and creating half of a traffic circle for northbound-to-westbound traffic provides a higher-speed left turn lane. Eastbound traffic from Front Street is also directed around the circle, and the southern half of the circle creates a new opportunity to turn left. Because the space is too small to create a true circle, the eastbound-to-northbound traffic is controlled by a stop sign.

The concept is intended to retain the proposed safety improvements that should occur with the installation of the L Street and Front Street traffic signal while reducing, removing, and/or better controlling other key conflicting traffic movements. It also is intended to make the accessibility to Front Street and the intensified commercial area more attractive to northbound traffic.

Alternative 3A: Front Street - Closure at M Street

To prevent possible cut-over traffic from the new stop sign location at the roundabout on the southern entrance of the couplet, the third alternative proposes that the eastern leg of the M/Front Street intersection be closed, with access to this area being provided by the current connection from N Street (See Figure 3-3a).

Alternative 3B: Front Street - Right turn only

Another alternative for Front Street at the M/Front Street intersection is to keep the street open, but only allow for right turns onto M Street/Highway 101 from Front Street. Since a right turn from Highway 101 onto Front Street would likely slow down traffic into the city, such a turn would be prohibited (See Figure 3-3b).

Alternative 4: Combination of Alternatives 1, 2, & 3A or 3B

Alternative 4 includes selecting two of the three or all three of the alternatives.

FRONT STREET

The Visitor and Local Commercial (VLC) designation also applies to Front Street. Similar to the improvements to Highway 101, the City has considered circulation modifications and enhancements to Front Street to support regional retail and visitor-serving uses.

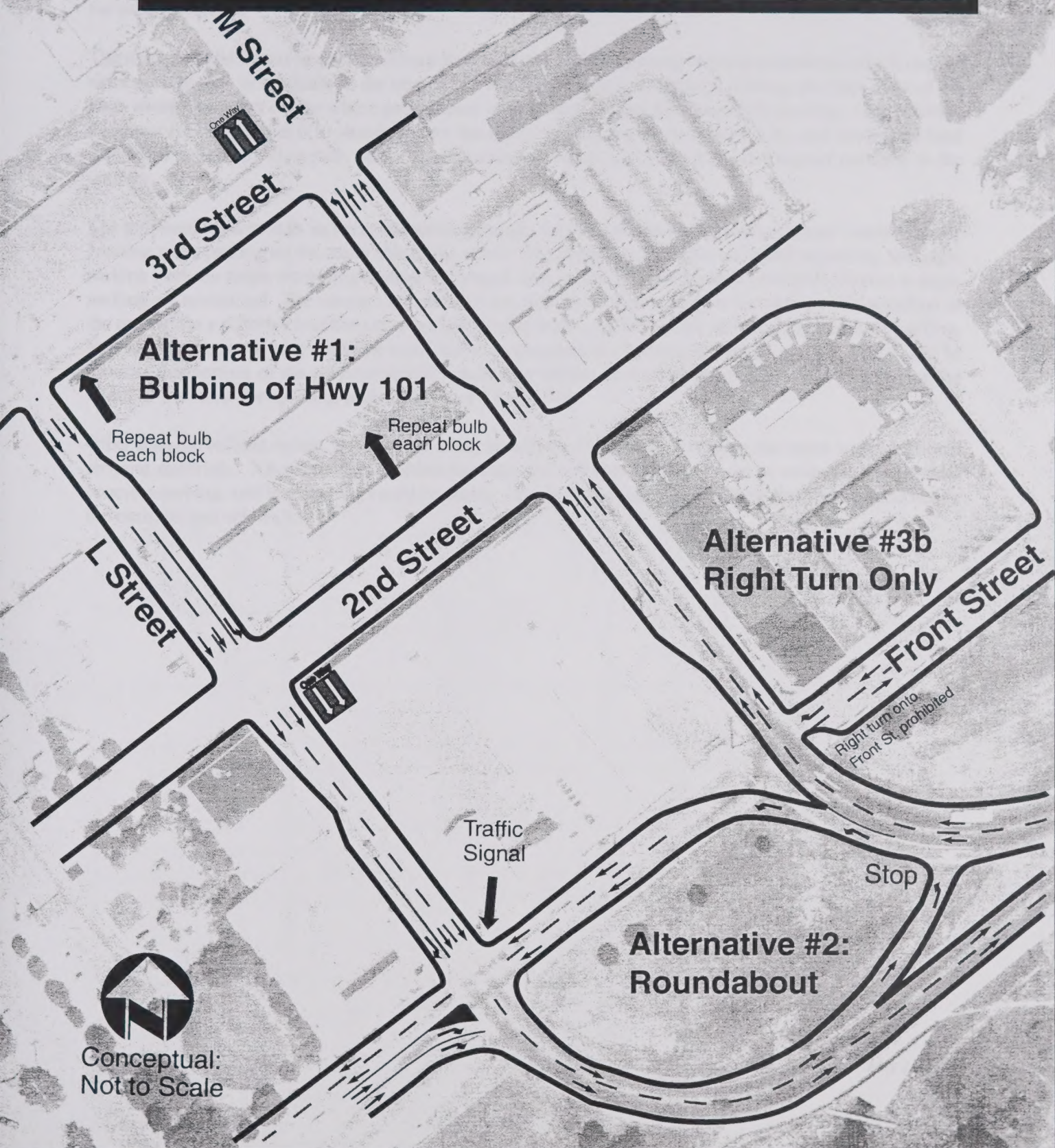
Figure 3-3a

Proposed Highway 101 Improvements
Alternatives 1, 2, and 3a



Figure 3-3b

Proposed Highway 101 Improvements
Alternatives 1, 2, and 3b



Objectives and Description of the Proposed Concept for Front Street

Front Street in Crescent City between D and L Streets is 78-feet wide, and is currently striped to provide two lanes for through traffic in each direction as well as a median for left-turning traffic. This existing configuration provides significantly more capacity than is needed on this street, and significantly more than will be needed in the foreseeable future. The intent of the proposed concept is to make better use of the street for other functions.

There are periodic events in the Beachfront Park area and in the adjoining cultural institutions which require more parking than is available in the immediate vicinity. There is no general parking shortage most of the time, except for larger events where people must walk several blocks from available parking. One possible treatment for Front Street is to simply narrow the street, moving the south-side curb in, and turning the land into more park area. However, that is an expensive proposal, and there is no shortage of parkland in the vicinity.

The proposed concept is to increase the parking supply for Beachfront Park and the cultural institutions by creating angle parking on the south side of the street. The design provides for an island separating the angle parking from the single remaining eastbound through lane, so that potential safety problems inherent in angle parking are minimized. The concept provides for one lane in each direction for through traffic, retention of the median (in a different location) to serve left-turning traffic, as well as the provision of the angle parking. In addition, the north curb could be modified to incorporate the bulbing treatment proposed for L and M Streets; this portion of the concept would provide for enhanced streetscaping and would also reduce the width of the street for crossing pedestrians (see Figure 3-4).

Other than the bulbing option, this concept could be achieved by simply restriping the street with traditional striping materials. Alternatively, at additional cost, the left-turn median could be made permanent with concrete curbing, and landscaping could be added. The bulbing concept should be done by reconstructing the curbline and sidewalks.

GOALS, POLICIES, AND PROGRAMS

The goals, policies, and programs of this section are organized according to the following categories, each of which relates to a key set of related issues pertaining to transportation and circulation in Crescent City.

- Street and Highway System
- Public Transportation
- Bicycle Transportation
- Pedestrian Transportation
- Air Transportation
- Maritime Transportation
- Teletransportation

STREET AND HIGHWAY SYSTEM

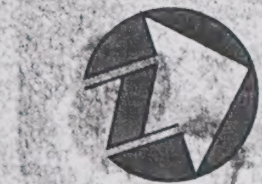
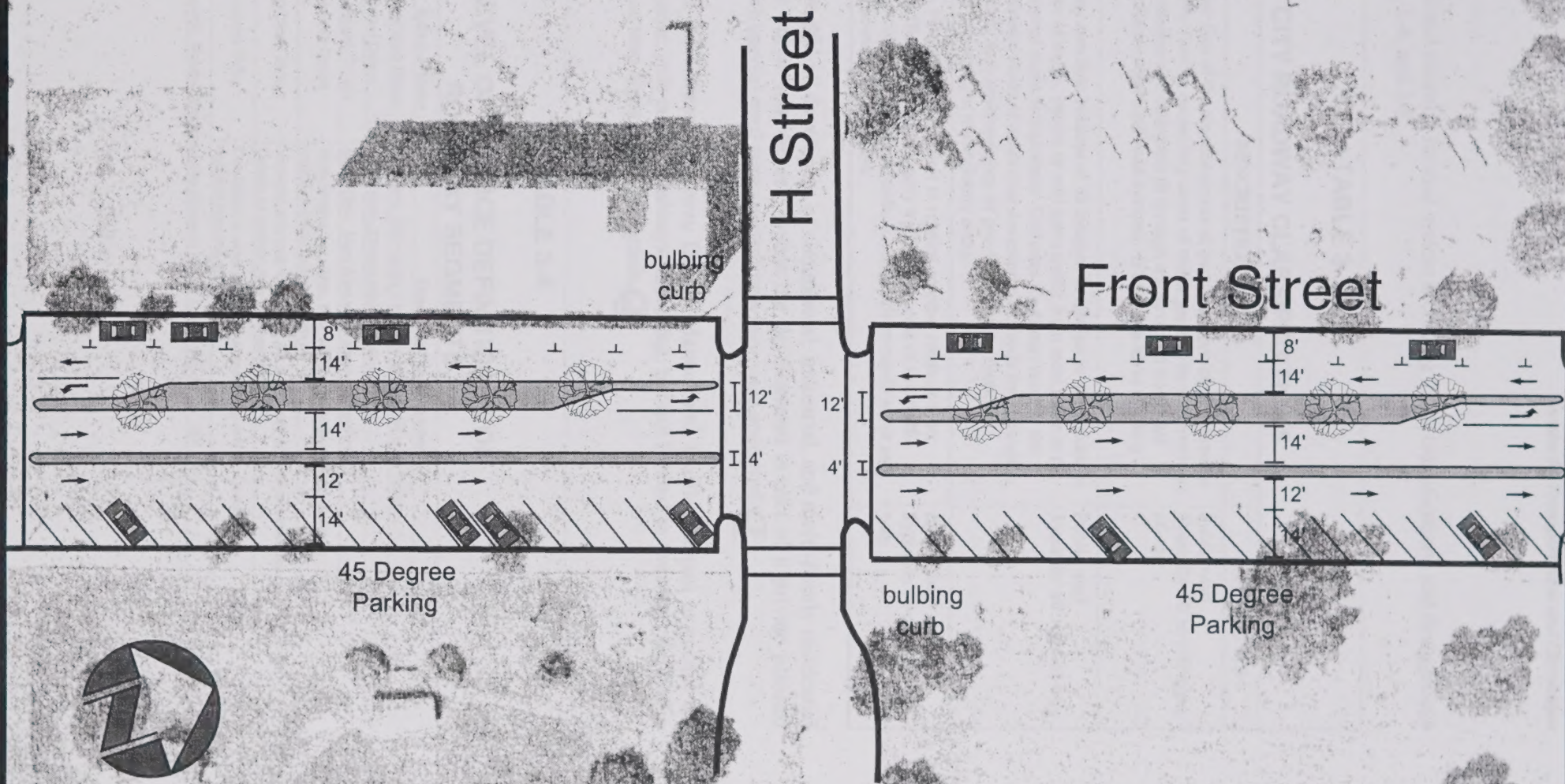
Goal 3.A. To plan for the long-range planning and development of Highway 101 to ensure the safe and efficient movement of people and goods.

State Highways Policies

- 3.A.1. The City shall expand and maintain its streets and highway system according to the classifications depicted in Figure 3-1. 
- 3.A.2. The City shall encourage the Office of Emergency Services to review alternative emergency access in the event of temporary closure of Highways 101. 
- 3.A.3. The City opposes the Caltrans's bypass freeway/expressway concept for Highway 101. As an alternative, the City shall encourage Caltrans to improve Highway 101 through Crescent City by improving the existing roadway in its present alignment.
- 3.A.4. The City shall continue to participate in the Highway Functional Classification System program utilized by Caltrans and the Federal Highway Administration (FHWA). 
- 3.A.5. The City shall encourage Caltrans to maintain a Level of Service D or better on Highway 101. 
- 3.A.6. The City shall encourage Caltrans to secure financing in a timely manner for all components of its transportation system to achieve and maintain its adopted level of service standards. 
- 3.A.7. The City shall participate with the Local Transportation Commission (LTCO), Regional Transportation Improvement Program (RTIP), and Caltrans in planning and programming improvements to the State highway system, in accordance with State and Federal transportation planning and programming procedures, so as to maintain acceptable levels of service for Crescent City residents on Highway 101. 
- 3.A.8. The City shall encourage the Department of Corrections to address and mitigate traffic impacts of future expansion of its facilities upon local and State roadways. 

Figure 3-4

Proposed Front Street Improvements



Conceptual: not to scale

City Streets Policies

- 3.A.9 The City shall expand and maintain its road system according to the classifications and designations shown in Tables 3-3, 3-4, and 3-5.

TABLE 3-3 CITY ROADWAY CLASSIFICATIONS		
CLASSIFICATION	DESCRIPTION	COMMENTS
Arterial Road	A road in any area of the city that serves as part of the principal system for through traffic flow by connecting areas of traffic generation and providing for the distribution and collection of through traffic to and from state highway, collector, and local road systems. It may also serve abutting property.	Public road Typically 80' to 100' right-of-way
Collector Road	A road in any area that, because of its location in relation to other roads or other sources of traffic, carries or will carry traffic from local roads to the system of arterial roads or highways. Collector roads may include the principal entrance roads of residential developments, roads for circulation of traffic within such developments, or provide access to abutting commercial, industrial, or multi-family areas.	Public road Typically 60' right-of-way
Local Road	A road that, because of its location in relation to other roads or other sources of traffic, carries or will carry traffic from areas of low traffic generation to collector or arterial roads. Local roads primarily serve as access to adjacent residential land.	Public road Typically 50-60' right-of-way

- 3.A.10 The City shall require that all developers of commercial, industrial, and multi-family residential development provide public road access, unless the development is part of a private planned development for which special road management provisions are approved. 
- 3.A.11 The City shall utilize the Caltrans Highway Design Manual and Traffic Manual to ensure the development of adequate, safe public roadways, including, but not limited to, warrants for traffic control devices such as stop signs or traffic signals. 

TABLE 3-4 LEVEL OF SERVICE DEFINITIONS FOR ROADWAY SEGMENTS		
Level	Extent of Delay	Operating Characteristics
A	Insignificant Delays	Free flow. Drivers are virtually unaffected by other vehicles.
B	Minimal Delays	Stable flow. Drivers begin to feel restricted.
C	Acceptable Delays	Stable flow. Most drivers feel somewhat restricted.
D	Tolerable Delays	High-density, but stable, flow. Queues may develop but dissipate rapidly, without excessive delays.
E	Significant Delays	Volumes at or near capacity. Low speeds and difficult maneuvering. Queues of vehicles may form upstream.
F	Excessive Delay	Conditions at capacity, with extremely long delays. Queues and unstable stop-and-go operation.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, 1985.

TABLE 3-5			
LEVEL OF SERVICE DEFINITIONS FOR FOR SIGNALIZED INTERSECTIONS			
LOS	SIGNALIZED INTERSECTIONS	Unsignalized Intersections	
	Average Delay per Vehicle (Seconds)	Reserve Capacity (pcph)*	Expected Delay to Minor Street Traffic
A	≤5.0	≤400	Little or no delay
B	5.1 to 15.0	300 to 399	Short traffic delays
C	15.1 to 25.0	200 to 299	Average traffic delays
D	25.1 to 40.0	100 to 199	Long traffic delays
E	40.1 to 60.0	0 to 99	Very Long traffic delays
F	>60.0**	--	Severe congestion/Intersection blocked
*pcph = passenger cars per hour			
**60 seconds of stopped delay is considered to be unacceptable to the majority of drivers.			
Source: Transportation Research Board, <i>Highway Capacity Manual</i> , Special Report 209, 1985.			

- 3.A.12 The City shall endeavor to manage its roadway system so as to maintain Level of Service C operation, except for when streets intersect with Highway 101, where Level of Service D shall be acceptable. 
- 3.A.13 The City shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile. 
- 3.A.14 The City shall attempt to minimize through-traffic on neighborhood roadways. This through-traffic, including through truck-traffic, shall be directed to appropriate arterials and collectors in order to maintain public safety and local quality of life. 
- 3.A.15 The City shall continue to require all new development to provide off-street parking, either on-site or in consolidated lots. 
- 3.A.16 The City shall require new land development projects to contribute their fair share of transportation improvement costs, based on trip generation. Any project that is expected to generate more than 50 trips per day shall be required to submit a traffic analysis as part of the permit application and will be required to mitigate traffic impacts identified. Regardless of the number of trips generated by a given project, a traffic study may be required if traffic safety issues warrant such a study. 
- 3.A.17 The City shall secure financing in a timely manner for all components of its transportation system to achieve and maintain its adopted level of service standards. 
- 3.A.18 The City shall continue its program of maintenance and minor improvements to the existing public roadway system in order to maintain its capacity.
- 3.A.19 Local road construction located within the incorporated limits of Crescent City should be at the discretion of, and in accordance with, priorities established by the City Council and the City Department of Public Works. 

- 3.A.20 The City should develop a listing of future improvements and construction projects to be undertaken within the City and categorize these projects as to need, cost, length of time involved, and public support. The City should prioritize these projects. This list will serve only as a guide to development and can be used by various agencies in their planning efforts.
- 3.A.21 The City and County should cooperate in improving the approaches to the City area by Highway 101.
- 3.A.22 The City shall investigate the possibility of using “bulbing” along the couplet, creating a roundabout on Highway 101 just south of Front Street, and closing off Front Street at Highway 101 (see Figure 3-3a).
- 3.A.23 The City shall investigate the possibility of making improvements to Front Street (between A and L Street) such as providing additional parking and constructing landscaped and concrete median strips (see Figure 3-4).

Implementation Programs

- 3.1 The Office of Emergency Services shall prepare an emergency access plan to be implemented in times when key segments of Highway 101 are temporarily closed.

Responsibility: Office of Emergency Services
Time Frame: First five years

PUBLIC TRANSPORTATION

- Goal 3.B.** To develop and maintain a safe and efficient public transportation system that reduces congestion and provides viable alternative transportation in and through the Crescent City Planning Area.

Policies

- 3.B.1. The City and County, jointly, shall continue to work with public transportation service providers to plan and implement additional services within and to the city that are timely, cost-effective, and responsive to growth patterns and ridership demand.
- 3.B.2. The City shall continue to pursue all available sources of transit funding for transit services.
- 3.B.3. In conjunction with the Local Transportation Commission (LTCO), the City shall consider the transportation needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding public transportation services and in compliance with the Americans with Disabilities Act. 
- 3.B.4. The City shall continue to support efforts to provide demand-responsive service ("dial-a-ride") and other transportation services for those unable to use conventional transit. 

- 3.B.5. The City shall give highest priority for public transit facilities and services to areas of high intensity use and/or focused commuter-employment areas. 
- 3.B.6. Where appropriate, the City shall require new development to dedicate easements for and provide sheltered public stops for transit patrons.
- 3.B.7. The City shall work to broaden ridership of public transit to increase farebox revenue and decrease reliance on subsidies. 

Implementation Programs

Existing programs are deemed sufficient.

BICYCLE TRANSPORTATION

- Goal 3.C.** To encourage the use of the bicycle as an alternate, energy efficient mode of transportation within the city and to develop a system of bikeways and bicycle parking facilities which will safely and effectively serve those wishing to utilize bicycles for commute and recreational trips.

Policies

- 3.C.1. The City shall promote the linkage of sidewalks and walkways with bike and pedestrian trails leading to and through outdoor recreational areas such as parks and schools, as well as commercial areas.
- 3.C.2. The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the city's major recreation, employment, and housing areas and between its existing and planned bikeways.
- 3.C.3. The City shall work with State and local agencies to accommodate and promote the development of recreation/tour travel bicycle routes on Highway 101.
- 3.C.4. The City shall continue to coordinate with LTCO and Del Norte County in updating and implementing the Del Norte County and Crescent City Bicycle Facilities Plan and continue to include or consider trails of interest to the public such as the Harbor and Pebble Beach routes in addition to commuter routes and those which may be coordinated with State and Federal trails.
- 3.C.5. The City shall work with Federal, State, and other local agencies to coordinate planning and development of interconnected bikeways. 
- 3.C.6. The City shall work with other interested agencies, including the Del Norte Local Transportation Commission and the North Coast Unified Air Quality Management District, to pursue available sources of funding for the development and improvement of trails for bicycle transportation. 
- 3.C.7. The City shall encourage the promotion of bicycle travel through appropriate facilities, programs, and information, including through the school system and local media. 

- 3.C.8. The City should consider bicycle use in the improvement of existing streets and the construction of new streets. Development and construction of bicycle facilities should be based on actual need and use in relation to the cost involved. Facilities should follow destination routes.
- 3.C.9. The City should coordinate with the Harbor District and Coastal Commission to investigate the feasibility of extending a pedestrian/bicycle trail from Howe Drive to Citizen Dock Road. 🌀
- 3.C.10. The City shall continue to maintain the Harbor-City bicycle route. This bicycle route starts at Pebble Beach Drive in the City and follows Pebble Beach Drive and Taylor Street before merging onto Fifth Street. The route continues down Fifth Street then turns onto A Street. The bicycle route continues along A Street to Battery Drive. At Battery Drive the route enters Beachfront Park, following Howe Drive east to Highway 101. The route then follows Highway 101 South to Sunset Circle, to the southerly city limits. The route continues through the Harbor area to South Beach. The route has ocean views at the coastal access points and provides access to recreational opportunities along the route. The City shall only allow relocation of the route in conjunction with new development if relocation would be consistent with all relevant coastal policies. 🌀
- 3.C.11. The City shall ensure that no development at the former Seaside Hospital site (APN 118-020-28), including any recreational or visitor-serving commercial development, obstructs the routing of the Harbor-City Bicycle Route to cross over Fifth Street to A Street and continue on A Street to Battery Drive. New development may result in a detour of the route of the Harbor-City Bicycle Route from A Street between Second and Front Streets only if the City, or the Commission on appeal, finds that it is infeasible to direct the bicycle route through the proposed development, consistent with all LCP standards and policies. 🌀

[See also Policy 5.B.4.]

Implementation Programs

- 3.2 The City shall work with Del Norte County, the Local Transportation Commission, and related agencies to conduct a study within the Crescent City Planning Area to determine the adequacy of sidewalks and trail facilities and to develop a walkway and trail plan.

Responsibility: Planning Department
LTCO

Time Frame: Two to four years

- 3.3 The City shall continue to update the Del Norte County and Crescent City Bicycle Facilities Plan.

Responsibility: Planning Department
Engineering Department

Time Frame: Every two years

PEDESTRIAN TRANSPORTATION

Goal 3.D. To encourage and facilitate walking throughout the city.

Policies

- 3.D.1 The City shall provide for the extension of sidewalks, trails, and walking facilities throughout the city limits to allow for convenient and safe pedestrian movement.
- 3.D.2 The City shall ensure that pedestrian walkways are separated, safe, and protected from automobile traffic. 
- 3.D.3 The City shall coordinate with local school districts to assure that safe routes to schools are available to all students. 
- 3.D.4 The City shall work with Federal, State, and other local agencies to coordinate planning and development of interconnected multi-purpose trails.
- 3.D.5 The City shall work with other interested agencies, including the Del Norte Local Transportation Commission and the North Coast Unified Air Quality Management District, to pursue available sources of funding for the development and improvement of trails for pedestrian transportation. 
- 3.D.6 The City shall require developers to finance and install pedestrian walkways in new development projects in compliance with the Americans with Disabilities Act (ADA). 
- 3.D.7 The City shall encourage the promotion of pedestrian travel through appropriate facilities, programs, and information, including through the school system and local media. 
- 3.D.8 The City should develop a program of constructing pedestrian walkways and sidewalks for its street system. Those streets which carry heavy traffic loads should be considered as priority for sidewalk construction. 
- 3.D.9 The City shall support the development of parking areas near access to hiking and equestrian trails.
- 3.D.10 The City shall work jointly with the Redevelopment Agency to build a pedestrian bridge over Elk Creek. 

[See also Policy 5.B.4.]

Implementation Programs

- 3.4 The City shall coordinate with the County and other local agencies in preparing a joint Crescent City/Del Norte County Trails Plan identifies funding sources, possible expansion areas, and specific standards and criteria all trails/paths.

Responsibility: City Council
Public Works Department
Planning Department

Time Frame: First five years

AIR TRANSPORTATION

Goal 3.E. To promote the improvement and maintenance of general and commercial aviation facilities within the parameters of compatible surrounding land uses.

Policies

- 3.E.1. The City shall encourage the County to provide areas for commercial and recreational hangars for the storage of aircraft based at McNamara Field. ☞
- 3.E.2. The City shall encourage the County to maintain navigational aids at McNamara Field to improve the reliability and safety of service. ☞
- 3.E.3. The City shall encourage the County to reserve land around McNamara Field for airfield-dependent development. ☞
- 3.E.4. The City shall encourage the County to ensure that land uses in the vicinity of McNamara Field's approach and takeoff zones is held to the lowest densities and development intensities possible. Height zoning shall be vigorously enforced. Encroachment into the horizontal or vertical zones is prohibited. ☞
- 3.E.5. The City shall encourage the County to continue to maintain a list of improvements and construction projects to be accomplished at McNamara Field. ☞

Implementation Programs

Existing programs are deemed sufficient.

MARITIME TRANSPORTATION

Goal 3.F. To promote the maintenance and improvement of the Crescent City Harbor facilities.

Policies

- 3.F.1. The City shall work with Del Norte County and the Harbor District to continue to support the maintenance and dredging at approved locations of the harbor to provide boat access for commercial and recreational boating. ☞
- 3.F.2. The City, Harbor District, and County should continue to press the Army Corps of Engineers to fulfill their maintenance obligations for the proper harbor depth for passage of commercial vessels into the Harbor. ☞
- 3.F.3. The City, County, and Harbor District should continue to strongly petition the Army Corps of Engineers to maintain the appropriate depths for barge shipment. The City harbor should not allow any development that would preclude resumption of barge shipping. ☞

- 3.F.4. The City and County should improve access to the Harbor by cooperating with the Harbor District in extending Howe Drive across Elk Creek to the boat basin, or explore other alternatives as the need arises. 
- 3.F.5. The City, County, and Harbor District should reserve the remaining available Harbor frontage, Chamberlain Dock area and the area between the boat basin and Shoreline Campground for harbor dependent development. These sites could be used for temporary, readily removed, uses prior to actual development. 
- 3.F.6. If there is Harbor expansion east of Highway 101, which will increase cross-traffic at Citizens' Dock Road and Highway 101, the City and Harbor District shall work with Caltrans to improve traffic control on Highway 101. 

Implementation Programs

Existing programs are deemed sufficient.

TELETRANSPORTATION

Goal 3.G. To promote development of multimedia communications as a viable mode of transportation and commerce.

Policies

- 3.G.1. The City shall encourage the development of the highest standard possible of broad band internet, multimedia communications, and videoconference facilities by local public utility providers, public and quasi-public agencies, and the business community in general. 
- 3.G.2. The City shall encourage local educational and library agencies to include telecommunications use and education programs in their operations. 
- 3.G.3. The City shall continue to work with the Local Transportation Commission in promoting planning and capital development of local Internet, multimedia communications, and videoconferencing forms of transportation for individual and commercial use. For these matters, the City shall consult the Local Transportation Commission's report Tele-Transportation Study and Mode Elements. 
- 3.G.4. The City shall develop guidelines for the review and permitting of telecommunication facilities to address potential impacts to coastal resources, especially designated visual resources. The guidelines shall encourage tower co-location, and require visual simulations (e.g., photo simulations) as part of the permitting process. 

Implementation Programs

- 3.5 The City shall develop guidelines for the review and permitting of telecommunications facilities to address potential impacts to coastal resources, especially designated visual resources.

Responsibility: City Council
Planning Department
Public Works
Time Frame: FY 01-02



Section 4

Public Facilities and Services

SECTION 4

PUBLIC FACILITIES AND SERVICES

This section contains goals, policies, and implementation programs that establish the framework for the provision of public facilities and services to meet the demand created by existing and future development in the Crescent City Planning Area. The goals and policies in this section are organized according to the following categories, each of which relates to a particular facility or service. They include:

- General Public Facilities and Services;
- Water Supply and Delivery;
- Wastewater Treatment, Collection, and Disposal;
- Solid Waste Disposal;
- Stormwater Drainage;
- School Facilities;
- Protection Services; and
- Utilities.

GENERAL PUBLIC FACILITIES AND SERVICES

Goal 4.A. To ensure the effective and efficient provision of public facilities and services for existing and new development.

Policies

- 4.A.1. The City shall ensure through the development review process that adequate public facilities and services are available to serve new development when required. The City shall not approve new development where existing facilities are inadequate unless the applicant can demonstrate that all necessary public facilities will be installed or adequately financed and maintained (through fees or other means).
- 4.A.2. The City shall encourage new development to contribute its fair share to providing all public services and infrastructure necessary to serve that development.
- 4.A.3. Within the city limits, where existing or planned public works facilities can accommodate only a limited amount of new development within the Coastal Zone, the priority for public services within the Coastal Zone shall be:
- a. essential public services;
 - b. Basic industries vital to the economic health of the region, state, or nation;
 - c. coastal dependent land uses;
 - d. visitor-serving land uses;
 - e. residential land uses;
 - f. commercial recreation;
 - g. public recreation; and
 - h. other uses. 

Implementation Programs

- 4.1 As a part of the annexation of land within the Urban Boundary, the City shall include an analysis of public services for that land to determine if the infrastructure and capacity are available.

Responsibility: Public Works
Planning Department
Time Frame: Ongoing

WATER SUPPLY AND DELIVERY

- Goal 4.B.** To ensure the availability of an adequate and safe water supply and the maintenance of high quality water for residents of and visitors to the Crescent City urban area.

Policies

- 4.B.1. The basic improvements to the Crescent City area public water system should be made to increase its production and transmission capability so it will serve development within the Urban Boundary (See Figure 2).
- 4.B.2. The City shall consider requiring, when determined necessary, that new development institute water conservation measures (e.g., flow restrictors, industrial recycling, or usable wastewater) to lessen cumulative impacts on existing water systems and supplies. The City should also encourage existing development to apply such measures.
- 4.B.3. The City shall approve new development only if an adequate water supply to serve such development is demonstrated and require that water supplies serving new develop meet State water quality standards.
- 4.B.4. The City shall require that all new development within the Urban Boundary using a private water system have the ability to connect to the municipal water system should service become available.

Implementation Programs

Existing programs are deemed sufficient.

WASTEWATER TREATMENT, COLLECTION, AND DISPOSAL

- Goal 4.C.** To ensure adequate wastewater collection, treatment, and disposal within the Urban Boundary.

Policies

- 4.C.1. The City shall promote efficient water use and reduce wastewater system demand by:
- a. Requiring water-conserving design and equipment in new construction;
 - b. Encouraging retrofitting with water-conserving devices; and
 - c. Designing wastewater systems to minimize inflow and infiltration, to the extent economically feasible.
- 4.C.2. The City shall work with the County to develop a Crescent City wastewater master plan based on the recommendations of the Community Wastewater Conveyance and Treatment Feasibility Study

to reduce hydraulic and nutrient loading on the Crescent City Wastewater Treatment Plant. The master plan shall recommend either establishment of a regional wastewater treatment facility for the Crescent City urban area, establishing satellite wastewater treatment facilities, expanding the existing wastewater treatment plant, or a combination of two or more improvements.

- 4.C.3. The City shall work with the County to establish a regional wastewater treatment facility for the Crescent City urban area. If the establishment of a regional plant is found to be infeasible, the City shall consider alternatives such as establishing satellite wastewater treatment facilities and expanding the existing wastewater treatment plant.
- 4.C.4. In order to assure that the City is preserving adequate capacity for Coastal Zone development, the City shall meet bi-annually with representatives of the County of Del Norte and the Harbor District to discuss future development plans and sewer services demands. ☞

Implementation Programs

- 4.2 The City shall reserve funds to expand the capacity of its wastewater treatment system in order to develop additional operational capacity necessary for the full development of areas in and out of the Coastal Zone. The City shall prepare a summary report of its meetings with the County and Harbor Commission, and a copy of its Capital Improvement Budget. Said report shall describe the future development plans and method for providing sewer connections. Upon completion of the report, copies shall be available for public review and comment.

Responsibility: Public Works
Planning Department
Time Frame: First two years

SOLID WASTE DISPOSAL

Goal 4.D. To ensure the safe and efficient disposal or recycling of solid waste generated in Crescent City.

Policies

- 4.D.1. The City shall direct the solid waste management agency in ensuring that solid waste facilities do not violate State standards for contamination of surface or groundwater.
- 4.D.2. The City shall continue planning for the eventual full utilization of the Crescent City Landfill. This planning may include identification of alternative sites and investigation of the long-term economic feasibility of alternative disposal methods.
- 4.D.3. The City should seek funding to accommodate alternative disposal methods. ☞
- 4.D.4. The City shall promote, in conjunction with the solid waste management agency, maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes. ☞
- 4.D.5. The City should encourage the development of regional and community-based recycling facilities in heavy industrial areas.
- 4.D.6. The City shall encourage businesses to use recycled products in their manufacturing processes and consumers to buy recycled products. ☞

- 4.D.7. The City shall work with the solid waste management agency to ensure that all new development complies with applicable provisions of the Del Norte Integrated Waste Management Plan. 
- 4.D.8. For permits within the city limits, the City shall encourage the countywide solid waste management authority to evaluate the environmental impacts of additional transportation need for solid waste disposal proposals as a separate process from this Plan. 
- 4.D.9. The City shall support the countywide solid waste management authority's efforts in obtaining necessary permits for new facilities, and related environmental impact evaluations.
- 4.D.10. The City shall continue to support the countywide solid waste management authority in utilizing and updating as necessary, the Countywide Integrated Waste Management Plan, including the Siting Element, which plans for the need and establishment of recovery programs, processors, facilities, and disposal of residual solid waste.

Implementation Programs

- 4.3 The City shall work with the solid waste management agency to regularly review and revise as necessary the Del Norte Integrated Waste Management Plan.

Responsibility:	Solid Waste Management Authority Public Works
Time Frame:	Ongoing

STORMWATER DRAINAGE

- Goal 4.E.** To collect and convey stormwater in a manner that least inconveniences the public, reduces or prevents potential water-related damage, and protects the environment.

Policies

- 4.E.1. The City shall encourage the use of natural stormwater drainage systems in a manner that preserves and enhances natural features.
- 4.E.2. The City shall support efforts to acquire land or obtain easements for drainage and other public uses of floodplains where it is desirable to maintain stream courses in a natural state.
- 4.E.3. The City shall consider recreation opportunities and aesthetics in the design of stormwater detention/retention and conveyance facilities.
- 4.E.4. The City shall promote sound soil conservation practices and carefully examine the impact of proposed urban developments with regard to water quality and effects on drainage courses.
- 4.E.5. The City shall encourage new project designs that minimize drainage concentrations and impervious coverage and maintain, to the extent feasible, natural site drainage conditions.
- 4.E.6. Future drainage system requirements shall comply with applicable State and Federal pollutant discharge requirements.
- 4.E.7. The City shall consider using stormwater of adequate quality to replenish the local groundwater basin, restore wetlands and riparian habitat, and irrigate agricultural lands, or as open space or

recreational enhancements.

- 4.E.8. The City shall permit the joint use of City parks as drainage detention basins.
- 4.E.9. The City shall require that best management practices (BMPs) for controlling stormwater runoff and maintaining water quality be incorporated into development design and operation. All post-construction structural BMPs (or suites of BMPs) for new residential, commercial, and industrial development within the Coastal Zone shall be designed to treat, infiltrate or filter stormwater runoff from each storm event, up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile 1-hour storm event for flow-based BMPs. 

Implementation Programs

Existing programs are deemed sufficient.

SCHOOL FACILITIES

Goal 4.F. To provide for the educational needs of Crescent City residents.

Policies

- 4.F.1. The City shall encourage the Del Norte Unified School District (DNUSD) to work cooperatively in monitoring housing, population, and school enrollment trends and in planning for future school facility needs, and shall assist the DNUSD in locating appropriate sites for new schools. 
- 4.F.2. The City shall encourage the location of schools in areas with safe pedestrian and bicycle access. 
- 4.F.3. The City shall encourage the DNUSD to coordinate the planning of school facilities and should work together in the early stages of the land use planning process. 
- 4.F.4. The City should plan and approve residential uses in those areas that are most accessible to school sites in order to enhance neighborhoods, minimize transportation requirements and costs, and minimize safety problems. 
- 4.F.5. Whenever possible, the City shall support and participate with the DNUSD in joint development of recreation areas and multi-purpose buildings. 
- 4.F.6. The City and the DNUSD should work together in using existing school facilities for non-school-related and child care activities. 
- 4.F.7. The City shall continue to support and promote the development of higher education facilities in Del Norte County. 

Implementation Programs

Existing programs are deemed sufficient.

PROTECTION SERVICES

Goal 4.G. To provide police and fire services that protect residents of and visitors to Crescent City from injury and loss of life and to protect property.

Policies

- 4.G.1. The City shall provide law enforcement facilities (including patrol and other vehicles, necessary equipment, and support personnel) sufficient to maintain adequate service standards. 
- 4.G.2. The City shall monitor law enforcement response times and patrol time to review staffing requirements necessary to maintain established levels of service. 
- 4.G.3. The City shall support public safety programs, such as neighborhood watch, child identification and fingerprinting, and other public education efforts. 
- 4.G.4. The City shall ensure that proposed projects are reviewed for compliance with fire safety standards by local fire agencies per the Uniform Fire Code and other state and local ordinances. 
- 4.G.5. The City shall cooperate with the Crescent Fire Protection District in creating an inventory and eliminating structurally unsafe and fire-hazardous housing structures that are beyond repair or rehabilitation. 
- 4.G.6. The City shall continue to encourage local fire districts to maintain and strengthen automatic aid agreements to maximize efficient use of available resources. 

Implementation Programs

Existing programs are deemed sufficient.

UTILITIES

Goal 4.H. To provide efficient and cost-effective utilities.

Policies

- 4.H.1. The City shall facilitate the provision of adequate electric, communications, and telecommunications service and facilities to serve existing and future needs while minimizing noise, electromagnetic, and visual impacts on existing and future residents. 
- 4.H.2. The City shall work with local electric utility companies for appropriate expansion of systems. 

Implementation Programs

Existing programs are deemed sufficient.



Section 5

Recreational and Cultural Resources

SECTION 5

RECREATIONAL AND CULTURAL RESOURCES

This section outlines the City's goals, policies, and programs for the continued development and enhancement of Crescent City's rich recreational opportunities and cultural assets. The section includes goals, policies, and programs addressing the following subjects:

- City Parks and Recreation;
- Recreation Trails;
- Coastal Zone Recreation;
- Coastal Zone Access;
- Coastal Visual Resources;
- Private Recreational Facilities and Opportunities; and
- Cultural Resources.

CITY PARKS AND RECREATION

Goal 5.A. To encourage the development and maintenance of existing and new parks and recreational facilities to serve the needs of present and future residents, employees, and visitors.

Policies

- 5.A.1. The City should continue to provide indoor and outdoor parks and recreation program activities directed toward the needs and interest of all City residents and visitors to Crescent City.
- 5.A.2. The City should strive to provide diverse programs coordinated with Del Norte County, the Del Norte Unified School District, the Harbor District, and State, Federal, and private agencies.
- 5.A.3. The City shall cooperate with other public agencies to ensure flexibility in the development of park areas and recreational services to respond to changing trends in recreation activities.
- 5.A.4. The City shall ensure that park design is appropriate to the recreational needs and, where feasible, access capabilities of all residents of and visitors to Crescent City.
- 5.A.5. The City shall encourage public recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.
- 5.A.6. The City shall encourage public and private park and recreation agencies to acknowledge the natural resource values present at park sites during the design of new facilities.
- 5.A.7. The City shall encourage compatible recreational use of riparian areas along streams and creeks where public access can be balanced with environmental values and private property rights.

- 5.A.8. The City shall review and address the potential for development or expansion of recreational wildland parks, beaches, and/or easements in the Crescent City Planning Area at locations such as Marhoffer Creek, Pebble Beach, Pt. St. George, and/or South Beach.
- 5.A.9. The City shall work with the County to continue to support the protection and use of Battery Point and Point St. George Lighthouses as County parks.
- 5.A.10. The City shall work with the County in seeking funding to restore facilities at Pebble Beach in disrepair and to revegetate the damaged promontory for recreation use.
- 5.A.11. The City shall support the development of teen activities in the central Crescent City area, near schools, and other entertainment/recreational areas. 
- 5.A.12. The City shall work jointly with the Redevelopment Agency to develop a recreation center which includes weightroom facilities, racquetball/handball courts, tennis courts, and a teen center. 
- 5.A.13. The City shall consider the feasibility of locating a skateboard park within the City limits.
- 5.A.14. The City shall work jointly with the Redevelopment Agency to rehabilitate and improve existing athletic fields.
- 5.A.15. The City shall continue to maintain and enhance Beachfront Park so that it remains a focal point for community events and waterfront recreation.
- 5.A.16. The City shall maintain the recreation areas which the City owns as identified in Table 5-1 and illustrated in Figure 5-1.

Implementation Programs

- 5.1 The City shall prepare a Parks Master Plan to identify locations of major parks and recreational facilities, specific criteria and standards for the development of sports and recreational facilities, identification of funding sources for the development, and maintenance of parks and open space resources. 

Responsibility: City Council
Planning Department

Time Frame: Next five years

CITY OF CRESCENT CITY GENERAL PLAN



**Figure 5-1
Recreation Areas**

Legend

- Crescent City Urban Boundary
- Crescent City City Limits
- - - Crescent City Planning Area
- ⑨ Sites identified in Table 5-1

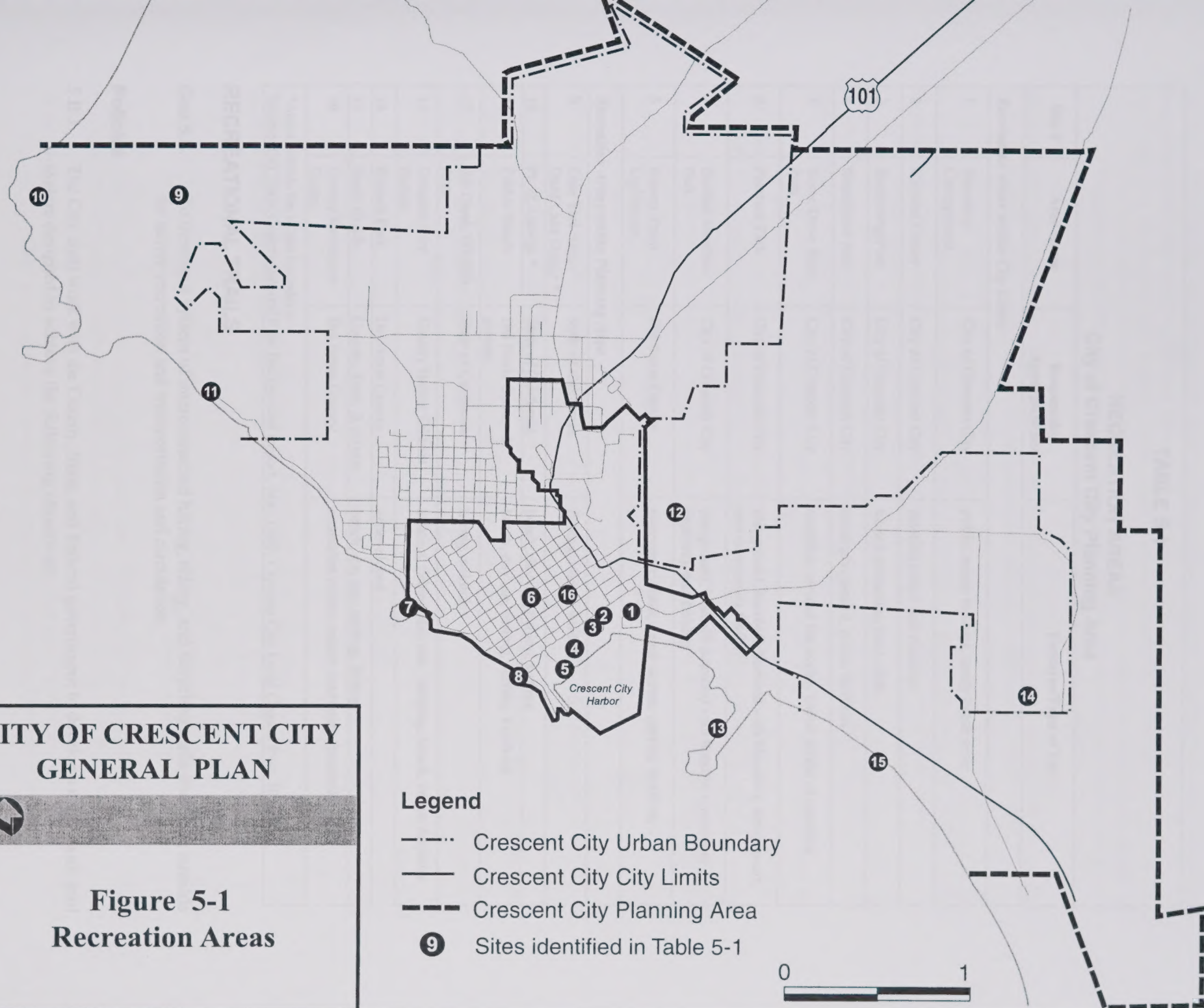


TABLE 5-1
RECREATION AREAS
City of Crescent City Planning Area

Site #	Area Name	Responsible Agency/Owner	Features/Type of Use
<i>Recreation Areas within City Limits</i>			
1	Shoreline Campground	City of Crescent City	public access to coast, sandy beach area
2	Cultural Center	City of Crescent City	meeting center and museum
3	Swimming Pool	City of Crescent City	heated swimming pool, slide
4	Beachfront Park	City of Crescent City	small playground, picnic facilities
5	Howe Drive Bike Path	City of Crescent City	complete view of the ocean, lateral access of coastline
6	Peterson Park	City of Crescent City	playground, baseball diamond with bleachers, tennis court, and community facility
7	Brother Jonathan Park	City of Crescent City	playground, baseball diamond with bleachers, restroom facilities, and parking
8	Battery Point Lighthouse	Del Norte County	panoramic vistas, beach access, parking facilities
<i>Recreation Areas within Planning Area</i>			
9	Lake Earl Area - Dead Lake Dunes *	State of California	fishing, hiking, wildlife
10	Pt. St. George *	State of California	beach, day use, fishing, surfing
11	Pebble Beach	Del Norte County & private	beach, day use, fishing, surfing, kayaking
12	Elk Creek Wildlife Area	State of California	hiking, wildlife
13	Crescent City Harbor	County Harbor District	boating, fishing, day use, camping, beach, tourist facilities
14	Bertsch Park	Del Norte County	undeveloped
15	South Beach	County, State, & private	beach, day use, surfing, fishing
16	County Recreation Center	Del Norte County	recreation center, indoor court gym, baseball fields
*Areas outside the urban boundary. Source: Del Norte County General Plan Background Report, May 1998; Crescent City Local Coastal Plan, 1986.			

RECREATIONAL TRAILS

Goal 5.B. To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.

Policies

5.B.1. The City shall work with the County, State, and Federal government to develop a countywide trail system designed to achieve the following objectives:

- a. Provide safe, pleasant, and convenient travel by foot, horse, or bicycle;
 - b. Link residential areas, schools, community buildings, parks, and other community facilities. Whenever possible, trails should connect to a countywide trail system and regional trails;
 - c. Provide access to recreation areas, major waterways, and vista points; and
 - d. Provide for multiple uses (i.e., pedestrian, equestrian, bicycle).
- 5.B.2. The City shall work with other public agencies, such as the County, Local Transportation Commission, Department of Fish and Game, Harbor District, and State and National Park Services, to coordinate the development of equestrian, pedestrian, and bicycle trails.
- 5.B.3. The City shall work with the County to promote the development of a regional trail and path system linking residential areas to local recreational areas, such as Crescent City to the Redwood State and National Park or the Lake Earl area, and recreational areas to each other.
- 5.B.4. The City shall work with the County to promote the development of a continuous, multi-use coastal trail (i.e., an equestrian, pedestrian, and bicycle trail) linking Point St. George to South Beach. ☞
- 5.B.5. The City shall continue to coordinate connecting trails with Del Norte County, particularly in the Elk Creek, Harbor, and coastline areas through the development of a joint trails plan. ☞

Implementation Programs

- 5.2 The City shall work with the County to prepare and adopt a plan for a countywide trail system plan. ☞

Responsibility: Planning Department
Time Frame: First five years

COASTAL ZONE RECREATION

Goal 5.C. To provide full coastal recreation opportunities for the public while assuring the protection of important coastal resources and the rights of private property owners. ☞

Policies

- 5.C.1. The City shall recommend the improvement and maintenance of the Battery Point Lighthouse as a museum available to the public. ☞
- 5.C.2. If the City pursues the Battery Point Recreation Area project, the City shall assure conformance of such development with the provisions of the sand management program and conditions prescribed in Policy 1.K.14 of this General Plan. ☞
- 5.C.3. The City shall encourage the continued maintenance of coastal recreation areas by both the private sector and public agencies. ☞
- 5.C.4. The City shall ensure that new recreational development is located and distributed throughout the Coastal Zone in a manner to prevent undue social impacts, overuse, or overcrowding. ☞
- 5.C.5. The City shall grant priority to visitor-serving facilities that provide recreational opportunities to persons of low- and moderate-income over higher-cost visitor facilities. ☞

- 5.C.6. The City shall protect the rights of private property owners in all provisions for public and private recreation facilities. ☞
- 5.C.7. The City shall allow visitor-serving and commercial-recreational facilities on ocean-front parcels only when such development provides an increased opportunity for shoreline access and coastal recreation and enhances scenic and environmental values of the area. ☞
- 5.C.8. The City shall ensure that fragile coastal resources are considered and protected to the greatest possible extent in all new coastal recreational development. ☞
- 5.C.9. The City should minimize recreational use conflicts on coastal beaches through provisions separating incompatible activities by time and/or space. Outdoor recreation projects should preserve and enhance scenic and environmental values. ☞
- 5.C.10. The City shall encourage the continued maintenance of existing recreational boating facilities by private operators and public agencies. ☞
- 5.C.11. The City shall protect designated agricultural lands from inappropriate development including, but not limited to, recreational development. ☞
- 5.C.12. The City supports the continued development of day use, trail, recreational boating, and related visitor-serving uses at the Crescent City Harbor and encourages the Harbor District to coordinate and participate with local and State agencies for the provision of connecting access trails and facilities. ☞

Implementation Programs

Existing programs are deemed sufficient.

COASTAL ZONE ACCESS

Goal 5.D. To provide the full benefits of access to coastal recreation resources to all residents of and visitors to Crescent City. ☞

Policies

- 5.D.1. The City recognizes the importance of access to and along the shoreline. Therefore, all City-owned beachfront property, including its dry sand beaches, shall be maintained in a manner to protect all existing accessways. If, in the future, the City finds that existing public accessways are inadequate to meet recreational needs, it shall encourage the development of additional accessways consistent with the City's ability to pay maintenance costs and obtain adequate funding to develop said areas. ☞
- 5.D.2. The City shall assure that the public can easily locate existing access points. These access points shall be visibly marked. This recommendation is particularly applicable to public access south of Elk Creek. ☞
- 5.D.3. The City shall maintain the coastal access points which the City owns as identified in Table 5-2 and illustrated in Figure 5-2. ☞

TABLE 5-2
ACCESS POINTS
City of Crescent City Planning Area

Site #	Area Name	Responsible Agency/Owner	Features/Type of Use
<i>Coastal Access within City Limits</i>			
1	Access at 3 rd Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking
2	Access at 4 th Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
3	Access at 5 th Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
4	Access at 6 th Street	City of Crescent City	lateral access, beachcombing, scenic viewing, investigation of tidal pools, whale watching, on-street parking, improved stairs, signs identifying points
5	Brother Jonathon Vista	City of Crescent City	scenic viewing, picnicing, and whale watching
6	Preston Island	City of Crescent City	beachcombing, fishing, picnicking; off-street parking available
7	Access at Battery Point Lighthouse	Del Norte County	restrooms, picnic facilities, low- tide access to lighthouse, fishing, beachcombing
8	Howe Drive/Beachfront Park	City of Crescent City	improved access points, beachcombing, scenic viewing, lateral access at Harbor
9	Dutton/Crawford Dock	Harbor District	fish/crab buying station, harbor boat access
10	B Street Pier	City of Crescent City	public recreation, scenic viewing
<i>Coastal Access within Planning Area</i>			
11	Crescent Beach*	Federal Government	beach access
12	Pt. St. George*	State of California, private, Del Norte County	trail, beachcombing
13	Crescent Marsh/South Beach	State of California	beachcombing
14	Whaler Rock	Crescent City Harbor District	beach access, fishing
15	Radio Road*	Del Norte County, private	trail, beachcombing
16	Pebble Beach/Marhoffer Creek *	Del Norte County, private	wheelchair access, beachcombing
17	Pebble Beach	Del Norte County	various trails, stairs to beach, kayaking
18	Pebble Beach/Garden Vista	Del Norte County	picnic area
19	South Beach	Harbor District, private	beachcombing
* areas outside the urban boundary. Source: Del Norte County General Plan Background Report, May 1998; Crescent City Local Coastal Plan, 1986.			

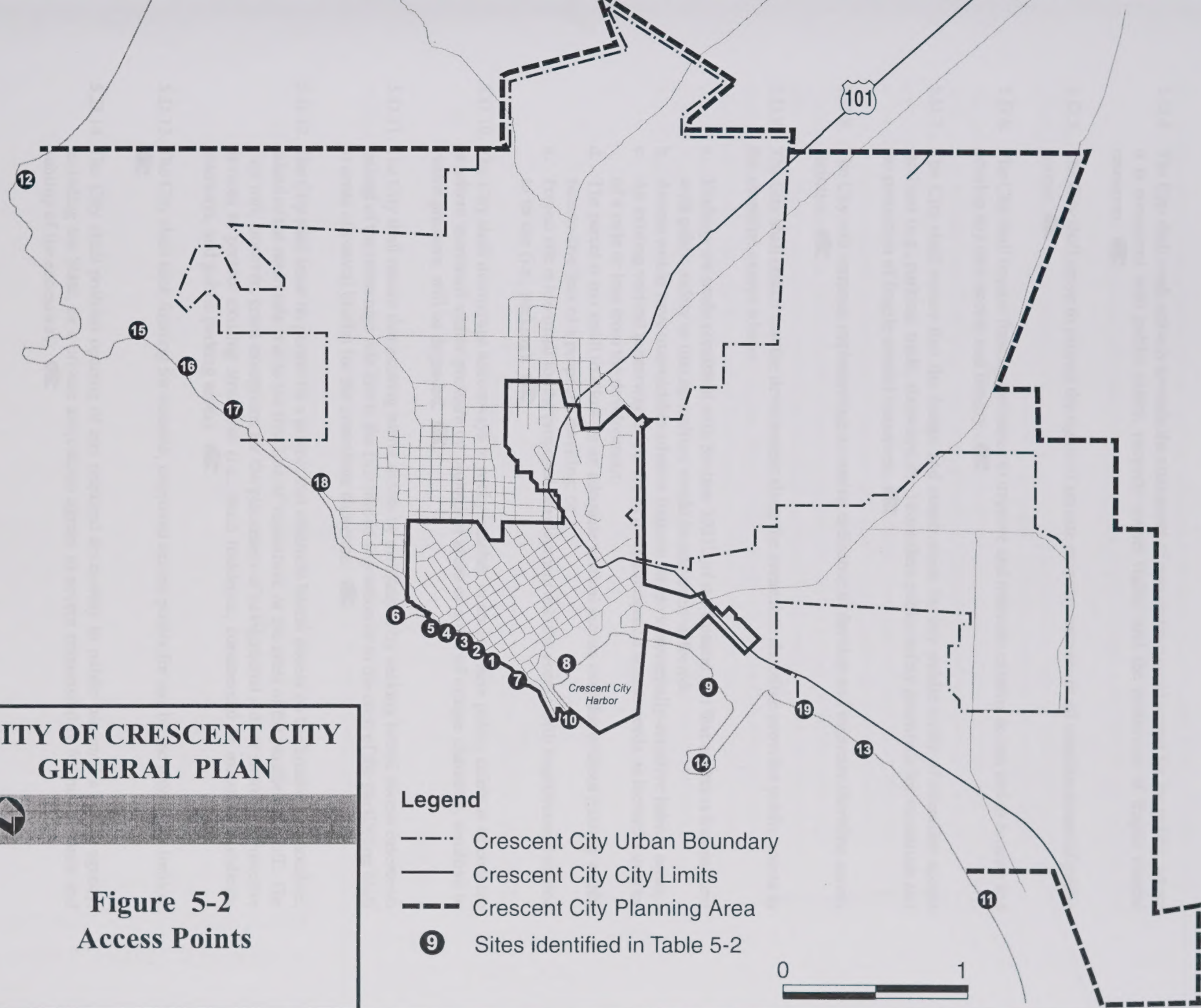
CITY OF CRESCENT CITY GENERAL PLAN



**Figure 5-2
Access Points**

Legend

- Crescent City Urban Boundary
- Crescent City City Limits
- - - Crescent City Planning Area
- ⑨ Sites identified in Table 5-2



- 5.D.4. The City shall work actively towards the attainment of maximum coastal access for the public, where it is consistent with public safety, property owner rights, and the protection of fragile coastal resources. ☞
- 5.D.5. The City shall strive to protect the rights of private property owners in all considerations of public access. ☞
- 5.D.6. The City shall require funding assistance to improve and maintain existing access and to acquire and develop any new access and facility. ☞
- 5.D.7. The City shall ensure that the design and construction by any public entity of shoreline access facilities (e.g., parking, trails, stairways, etc.) considers public safety potentials for vandalism and the protection of fragile coastal resources. ☞
- 5.D.8. The City will continue implementing its zoning ordinance to develop and maintain shoreline access facilities. ☞
- 5.D.9. The City shall ensure that the development along the immediate shoreline provides public access to the shoreline except where:
- a. Findings are made consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety or that agriculture would be adversely affected;
 - b. Access would have unavoidable adverse impacts on environmentally-sensitive habitat areas;
 - c. An existing vertical accessway, adequate to meet anticipated access needs, is located a quarter of a mile or less from the development;
 - d. The parcel is too small to allow for an adequate vertical access corridor without passing within twenty-five feet of a proposed dwelling; or
 - e. Project site is too small for the proposed development and the access with improvement related to its use (i.e., parking). ☞
- 5.D.10. The City shall discourage accessways to rocky beaches in areas where public safety is of concern or where increased visitor pressure on biological areas or areas of unique character, sensitive to visitor pressure, will be degraded. ☞
- 5.D.11. The City shall ensure that existing lateral access be maintained by seeking lateral access easements (inland of the mean high tide line to the first line of vegetation or to the crest of the paralleling bluff in areas of coastal bluffs) for the immediate shoreline. ☞
- 5.D.12. The City shall issue no permit for a project that obstructs lateral access on the immediate shoreline, inland of the mean tide line to the first line of vegetation, or the crest of the paralleling bluff. The City will, however, grant exceptions for the placement of navigational aids or shoreline protective devices to protect existing structures (i.e., main residence, commercial or industrial buildings, roadways, and public parking areas). ☞
- 5.D.13. The City shall seek funding for suitable, improved access points for use by the physically limited. ☞
- 5.D.14. The City shall prohibit opening of any required accessway to public use until a public agency, including the State, or a private association agrees to accept responsibility for maintenance and liability of the accessway. ☞

- 5.D.15. The City shall grant priority to developments that provide access for the general public over a wide range of income levels, ages, and social groups over other private development. ☞
- 5.D.16. The City should place signs on Highway 101 indicating shoreline access. ☞
- 5.D.17. The City shall continue to restrict the operation of motor vehicles on beaches within the city limits except that the City shall provide exceptions for emergency operations of the Crescent City Police Department or other public authority. ☞
- 5.D.18. For any new development at the former Seaside Hospital site (APN 118-020-28), including any recreational or visitor serving commercial development, the City, or the Commission on appeal, shall require an offer of dedication for public access to the City or other public or private association acceptable to the Executive Director of the California Coastal Commission, if the approving authority finds that the proposed development would create significant adverse individual or cumulative impacts on the public's demand for and use of public access facilities, and the offer of dedication would alleviate the impacts and be reasonably related to the impacts in nature and extent. Any offer of dedication for lateral public access along the beach shall be located at the westerly portion of the property extending to the mean high tide line (the westerly property limit). Any offer of dedication for lateral public access along any portion of the blufftop shall allow for a lateral access trail to be constructed and maintained as public access and shall be located far enough inland from the top of the bluff to not require the construction of protective devices that could substantially alter natural landforms and bluffs and cliffs. Any offer of dedication for a vertical public access to the beach shall follow the Second Street public right-of-way, West of Front Street. The City may accept and shall not oppose any other agency, so approved by the Executive Director of the Coastal Commission, from accepting any offers of dedication. ☞

Implementation Programs

Existing programs are deemed sufficient.

COASTAL VISUAL RESOURCES

Goal 5.E: The City shall encourage the maintenance of the visual and scenic beauty of Crescent City.

Policies

- 5.E.1 The City shall continue to provide for protection of designated scenic resources through such means as land use designation, zoning, design review, and sign control. ☞
- 5.E.2 The City shall encourage the continuation and infill of existing urban land use areas, where appropriate, in order to maintain views in those designated coastal scenic areas shown in Table 5-3 and shown on Figure 5-3. ☞

CITY OF CRESCENT CITY GENERAL PLAN



**Figure 5-3
Crescent City Urban Area
Scenic Coastal Resources**

Legend

- Crescent City Urban Boundary
- Crescent City City Limits
- - - Crescent City Planning Area
- ✱ Scenic sites identified in Table 5-3
- - - - Scenic view corridors identified in Table 5-3

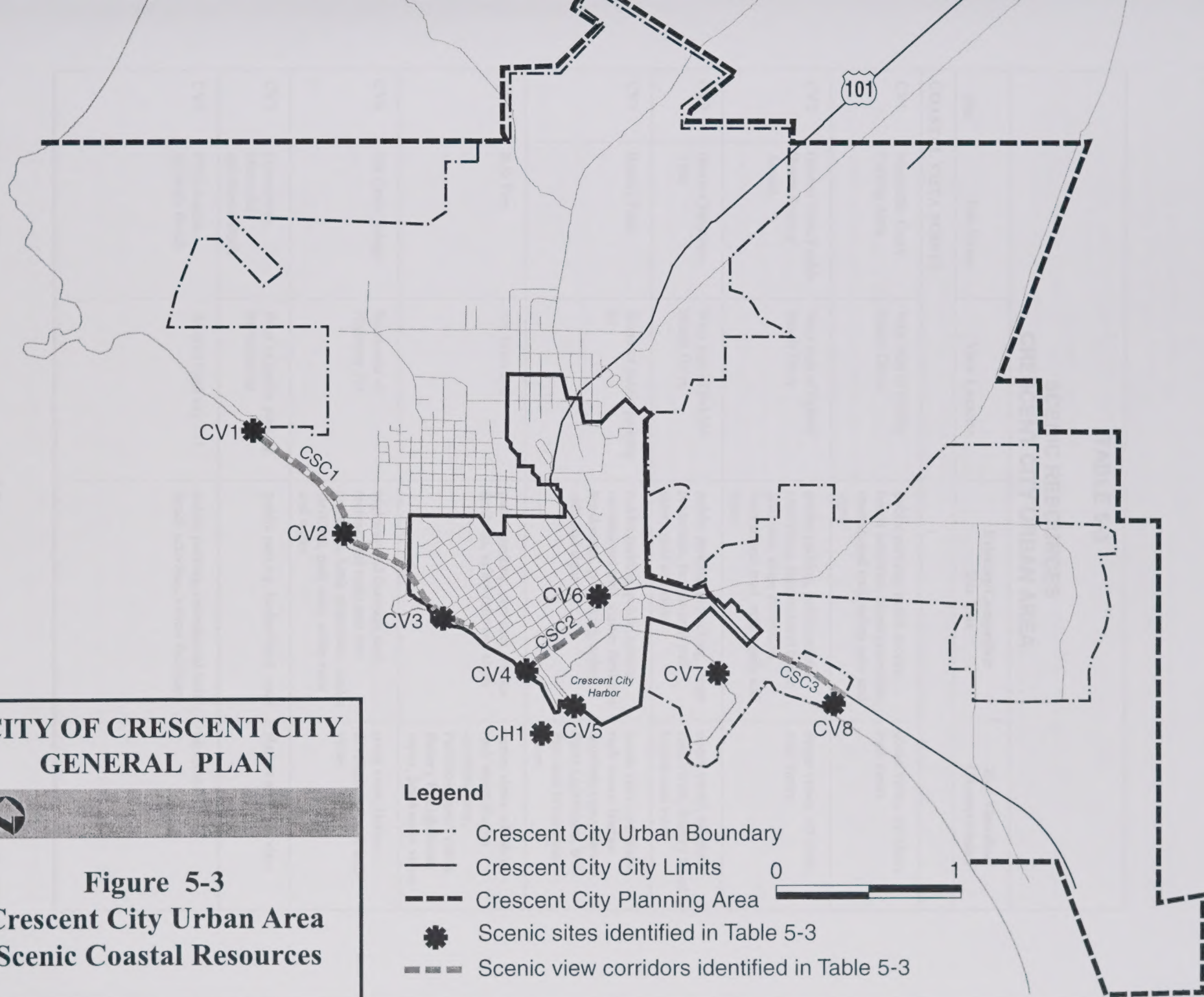


TABLE 5-3
SCENIC RESOURCES
CRESCENT CITY URBAN AREA

Site	Site Name	View Location	Existing/Compatible Site Uses	Key Viewshed Characteristics
COASTAL VISTA POINTS				
CV1	Marhoffer Creek Parking Area	West side of Pebble Beach Drive	public parking, beach access, beach activities, slope protection, recreational trail, safety rails and signs	ocean views, off-shore rock views
CV2	Garden Vista/Pebble Beach Fishing Access	West side of Pebble Beach Drive	public parking, public access, picnicking, tidepool and beach activities, slope protection, recreational trail, safety rails and signs	ocean views, off-shore rock views
CV3	Brother Jonathan Vista	West side of Pebble Beach Drive	public parking, picnicking, slope protection, recreational trail, safety rails and signs	ocean views, off-shore rock views, Battery Point Lighthouse view
CV3	Battery Point	South of public parking lot	public parking, public access, recreational trail, visitor facilities, breakwater, picnicking, safety rails and signs	ocean views; off-shore rock views; Harbor activities view; Battery Point Lighthouse, B St Pier, and breakwater views
CV5	B St Pier	All directions	public parking, pier uses, visitor facilities, safety rails and signs	ocean views, off-shore rock views Harbor activities view, Park/downtown views, Battery Pt Lighthouse views, breakwater views
CV6	Elk Creek Bridge	Southwest of Highway 101	highway and drainage uses, recreational trails and trail crossings, bank protection, visitor facilities, park uses, safety rails and signs	creek view, Harbor development/park uses views
CV7	Fishermans Memorial @Citizens Dock	West of public parking lot/memorial	public parking, harbor/dock uses	Harbor activities view
CV8	DFG Access @ South Beach	West of Highway 101	public parking, recreational trail, beach activities, visitor facilities	ocean views

TABLE 5-3

**SCENIC RESOURCES
CRESCENT CITY URBAN AREA**

Site	Site Name	View Location	Existing/Compatible Site Uses	Key Viewshed Characteristics
COASTAL SCENIC VIEW CORRIDORS				
CSC1	Pebble Beach	West side of Pebble Beach Drive/Marhoffer Creek to 6 th Street	public road, public parking, recreational trail, private residential development, public access improvements, beach and tidepool activities, slope protection, safety rails and signs	ocean views, off-shore rock views
CSC2	Howe Drive/ Beachfront Park	South Side of Howe Dr/ B St to Play St	public road, public parking, recreational trail, picnicking, beach access, beach and harbor activities, slope protection, safety rails and signs	Harbor activities views, Redwood Parks views, Battery Point Lighthouse, B St Pier, breakwater views
CSC3	Anchor Way	South side of Anchor Way/ Hwy 101 to Whaler Rock	public road, public parking, recreation trail, beach access, dredge spoils disposal, beach activities, breakwater protection, boat launching, visitor facilities, harbor activities	ocean views, Redwood Park views, visitor facilities/beach views, breakwater views
COASTAL HISTORIC SCENIC RESOURCES				
CH1	Battery Point Lighthouse	South end of A Street	public parking, public access, visitor facilities, lighthouse activities, museum, residence	ocean views, off-shore rock views, harbor activities view, B St. Pier, breakwater views
Source: City of City Crescent Planning Department; Del Norte County Local Coastal Plan, 1986.				

- 5.E.3 The City shall encourage proposed development within designated coastal scenic areas to be visually compatible with its key viewshed characteristics by reflecting the character of the existing and compatible land uses while conforming to the land use development standards, as set forth in the Land Use and Community Development section and the Zoning Ordinance.. ☞
- 5.E.4 The City shall require new development in highly scenic coastal areas designated in the California Coastline Preservation and Recreation Plan (State Department of Parks and Recreation) to be subordinate to the character of its setting. ☞
- 5.E.5 The City shall permit existing residential uses on the west side of Pebble Beach Drive to continue. The City shall reserve publically-owned parcels west of Pebble Beach Drive for use as open space, public access, and road maintenance and slope protection of Pebble Beach Drive. ☞
- 5.E.6 The City's major entrances at Highway 101 north, Highway 101 south, and Front Street shall be developed as scenic gateways through the use of architectural review, removal of overhead utilities, landscaping, and sign regulations.
- 5.E.7 The City shall limit nonconforming or unpermitted signs as well as signs advertising commercial or privately-owned businesses in these areas zoned Open Space. The City shall continue its sign amortization program and support participation in centralized logo signage programs.
- 5.E.8 The City shall develop a roadway sign program which provides for specially marked scenic driving routes, which visitors can follow to visit coastal scenic areas in the Crescent City urban area, including the Harbor and Lighthouse-to-Lighthouse routes. Where feasible, these routes should link with any county scenic drive routes. ☞
- 5.E.9 The City shall preserve those structures that are historically and architecturally significant unless proven that (a) the structure is over 50 percent unrepairable or, (b) adequate funding, either public or private, is unavailable to restore the structure.
- 5.E.10 The City has identified the Battery Point Lighthouse as having historical significance. The City shall participate with other public and private agencies to preserve this structure provided that adequate public or private funding is available.☞
- 5.E.11 The City shall coordinate with the County in developing an underground utilities priority list, utilizing identified scenic or commercial areas, for use when funding for undergrounding is available.
- 5.E.12 The City shall require the placement of new or relocated utility lines underground whenever feasible. When it is not feasible to place utility lines underground, the lines should be aligned so that they do not interfere with scenic resources.
- 5.E.13 The City shall, whenever feasible, require all public facilities and new development to use low-energy shielded lights so they are directed downward for better efficiency and to minimize nighttime glare.
- 5.E.14 The City should require lights in the Pt. St. George and Pebble Beach area to be shielded so they are directed down and away from the ocean to minimize impact on off-reef and island habitats. ☞
- 5.E.15 The City shall limit nonconforming or unpermitted signs as well as signs advertising commercial or privately-owned businesses in these areas zoned Open Space. The City shall develop provisions for

permit term limit organization and support participation in centralized logo signage programs.

Implementation Programs

- 5.3 The City shall develop a roadway sign program which provides for specially marked scenic drive routes which visitors can follow to visit coastal scenic areas in the Crescent City urban area, including the Harbor and lighthouse-to-lighthouse routes. 

Responsibility: Public Works
Time Frame: FY 02-04

- 5.4 The City shall develop a priority list for use in the undergrounding of existing utilities in scenic resource areas, gateway and scenic drive.

Responsibility: Public Works
Time Frame: Ongoing

PRIVATE RECREATIONAL FACILITIES AND OPPORTUNITIES

Goal 5.F: To encourage development of private recreational facilities to supplement public facilities and to provide for economic development opportunities.

Policies

- 5.F.1 The City shall encourage development of private recreation facilities to reduce demands on public agencies.
- 5.F.2 The City shall encourage private landowners to develop areas for fee-based recreational use.
- 5.F.3 The City shall encourage private recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.
- 5.F.4 The City encourages the maintenance of existing facilities and the development of commercial and public visitor activities and services. The commercial area along Highway 101 (near Crescent City Harbor/South Beach) is recognized for its historic visitor use and potential visitor use.

Implementation Programs

Existing programs are deemed sufficient.

CULTURAL RESOURCES

Goal 5.G: To encourage identification, protection, and enhancement of Crescent City's important historical, archaeological, paleontological, and cultural sites and activities, and their contributing environment.

Policies

- 5.G.1 The City shall require appropriate surveys and site investigations when needed as part of the initial environmental assessment for development projects in accordance with the California Environmental Quality Act (CEQA). Surveys and investigations shall be performed under the supervision of a professional archaeologist or other person qualified in the appropriate field approved by the City.

- 5.G.2. The City shall require that discretionary development projects identify and protect from damage, destruction, and abuse, important historical, archaeological, paleontological, and cultural sites and their contributing environment. Such assessments shall be incorporated into a citywide cultural resource database.
- 5.G.3. The City should encourage property owners and other land managers to preserve or rehabilitate important historical, archaeological, paleontological, and cultural sites rather than destroying or allowing them to deteriorate.
- 5.G.4. The City shall encourage cooperation from owners of cultural and paleontological resources to treat these resources as assets rather than liabilities, and encourage the support of the general public for the preservation and enhancement of these resources.
- 5.G.5. The City should work with the County to prepare a cultural resource/heritage guide to encourage local and visitor knowledge and enjoyment of the local cultural heritage.
- 5.G.6. The City shall continue to solicit the views of the local Native American community in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.
- 5.G.7. The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.
- 5.G.8. The City shall require that discretionary development projects are designed to mitigate potential impacts to significant paleontological or cultural resources whenever possible. Determinations of impacts, significance, and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical, or paleontological consultants, depending on the type of resource in question.
- 5.G.9. In cooperation with the State Historic Preservation Office, where it is determined development would adversely affect archaeological resources, the City shall require reasonable mitigation measures.
- 5.G.10. The City should work with the Del Norte County Historical Advisory Committee in identifying the cultural resources of Del Norte County, and process the necessary records and forms for submission of those features worthy of recognition and/or protection by the National Register, State Historic Landmarks program, or other appropriate official record. 
- 5.G.11. The City shall support the registration of cultural resources in appropriate landmark designations (i.e., National Register of Historic Places, California Historical Landmarks, Points of Historical Interest, or Local Landmark). 
- 5.G.12. The City shall continue to encourage local cultural events and organizations such as the Del Norte Historical Society, the Del Norte Association for Cultural Awareness, and Native American groups. 
- 5.G.13. The City should continue to provide opportunities for cultural arts and artifact display in the public areas of its facilities and encourage other public agencies to do the same. 

- 5.G.14. The City should work toward building a performing arts center in the central Crescent City area (i.e., the VLC area) in proximity other similar facilities and to visitor services such as motels and restaurants.

Implementation Programs

Existing policies are deemed sufficient.

A black and white photograph of dense coastal vegetation, likely coastal sage scrub, featuring various shrubs with small, clustered flowers and elongated leaves. The image covers the entire page, with a semi-transparent grey box overlaid in the bottom right corner containing the section header.

Section 6

Natural Resources/Conservation

SECTION 6

NATURAL RESOURCES/CONSERVATION

This section contains goals, policies, and programs that set the basic framework for maintenance and enhancement of Crescent City's natural assets. The section includes goals, policies, and programs addressing the following subjects:

- Marine Resources;
- Water Resources;
- Soils Resources;
- Biological Resources;
- Air Resources;
- Agricultural Resources; and
- Timber Resources.

MARINE RESOURCES

Goal 6.A. To maintain and where possible enhance marine resources, coastal waters, and sensitive coastal habitats, thereby recognizing the economic and biologic significance of these resources.

Policies

- 6.A.1. In the portion of Elk Creek corridor located in the Coastal Zone, the City shall permit vegetation removal only where necessary to maintain the free flow of the drainage sources. Vegetation removal shall not consist of construction of new drainage channels or removal of established native trees or shrubs. ☞
- 6.A.2. The City shall protect those areas that are designated as environmentally sensitive so that these habitats and their resources are maintained, and any development shall be consistent with adjacent areas and with Section 30240 et seq of the California Coastal Act. ☞
- 6.A.3. The City shall require a minimum 100-foot buffer zone around designated coastal wetlands. Buffer zones for wetlands shall be measured landward from the edge of the wetlands. The only allowable uses within this buffer zone shall include the following: ☞
- a. Fish and wildlife management;
 - b. Wetland restoration;
 - c. Nature study, including minor facilities constructed by hand such as blinds, lookouts, and unimproved trails;
 - d. Hunting and fishing, including minor facilities constructed by hand such as blinds and unimproved trails;
 - e. Those recreational facilities included in a State Park and Recreation Department or Department of Fish and Game master plan submitted and approved by amendment to the Local Coastal Plan;
 - f. The maintenance of flood drainage control and drainage channels;
 - g. Removal of windblown trees which threaten existing structures; and
 - h. Diking or dredging in accordance with other land use plan policies and the Coastal Act,

where there is no feasible less environmentally-damaging alternative and where feasible mitigation measures are provided.

- 6.A.4. The City shall seek to maintain and where feasible enhance the existing quality of all marine resources. ☞
- 6.A.5. The City shall enforce regulations which promote that all surface and subsurface waters be maintained at the highest level of quality to insure the safety of public health and the biological productivity of coastal waters. ☞
- 6.A.6. The City shall encourage community programs (e.g., fish hatcheries, habitat rehabilitation) designed to improve the quality of coastal fisheries and other marine resources. ☞
- 6.A.7. The City shall require implementation of approved management measures specified for urban areas in the recently approved State Water Resource Control Board and California Coastal Commission's Nonpoint Source Pollution Control Program to minimize polluted runoff from construction activities and land use activities to ensure the safety of public health and the biological productivity of coastal waters. ☞
- 6.A.8. The City shall enforce regulations which promote that all subsurface water be maintained at a high level of quality to ensure the safety of public health. ☞

Offshore Rocks and Islands Policies

- 6.A.9. The City shall require that offshore rocks and islands, except for permitted navigational aides, be maintained in their existing state to insure the viability of the wildlife inhabiting or utilizing these sites. ☞

Intertidal Zone, Beaches, and Bluffs Policies

- 6.A.10. The City shall require that all tidepools and tidal flats be managed to maintain their present characteristics and shall encourage the application of all feasible measures to mitigate uses that might prove harmful to the biota inhabiting these areas. ☞
- 6.A.11. The City shall encourage the California Department of Fish and Game to carefully monitor recreational activities at or near tidepools and tidal flats to insure the continued viability of these habitats. ☞
- 6.A.12. In order to discourage all but light recreational use of tidepool regions, the City shall ensure that shoreline access and recreational facilities are located so as to direct use towards the open, sandy beaches of the City. ☞
- 6.A.13. The City shall cooperate with the State to prohibit the collecting of all tidepool organisms with exceptions for scientific purposes on a permit basis. ☞
- 6.A.14. In order to ensure the continued productivity of intertidal areas, the City shall continue to work with the State to regulate vehicle access in the intertidal zone. ☞
- 6.A.15. The City shall require geologic studies for new construction within the area of demonstration on bluff tops to determine:

- i. their suitability for development; and

- ii. the necessary setbacks required to avoid hazards associated with bluff failure.

Note: The area of demonstration of stability includes the base, face, and top of all bluffs and cliffs. The extent of the bluff top considered should include the area between the face of the bluff and a line described on the bluff top by the intersection of a plane inclined at a 20 degree angle from horizontal passing through the toe of the bluff or cliff, or 50 feet inland from the edge of the cliff or bluff, whichever is greater. The City may, however, designate a smaller area of demonstration in specific areas of known geologic stability (as determined by adequate geologic evaluation and historic evidence) or where adequate protective works already exist. The City may designate a larger area of demonstration or exclude development entirely in areas of known high instability.



- 6.A.16. The City may permit the extraction of sand and gravel consistent with applicable marine resources, extraction, and habitat policies. 

Implementation Programs

Existing programs are deemed sufficient.

WATER RESOURCES

- Goal 6.B.** To protect and enhance the natural qualities of Crescent City's streams, creeks, and groundwater and to ensure sufficient water supplies of good quality for all beneficial uses.

Policies

- 6.B.1. The City shall maintain, and where feasible, enhance the existing water quality for public health and safety and biological productivity.
- 6.B.2. The City shall follow all existing and future Federal and State water quality standards.
- 6.B.3. The City shall encourage community programs (e.g., fish hatcheries, habitat rehabilitation) designed to improve the quality of fisheries and other water resources.
- 6.B.4. The City shall require that proposals to create new parcels have a minimum of a 100-foot setback from the edge of designated coastal wetlands and a 50-foot setback from the centerline of riparian watercourse areas such as creeks and streams. All site improvements (e.g., buildings, sewage disposal where applicable, and appurtenant structures) shall be outside the required protection area. 

Implementation Programs

Existing programs are deemed sufficient.

SOILS RESOURCES

Goal 6.C. To maintain the productivity of soils, reduce erosion, and prevent unsafe and unhealthy soil conditions within the Crescent City Planning Area.

Policies

- 6.C.1. The City shall encourage the County to reserve in timber production those soils capable of producing commercial timber stands.
- 6.C.2. The City shall encourage the County to limit the intensity of development in areas of unstable soils and/or steep terrain in order to minimize the potential for erosion and landform instability.
- 6.C.3. The City shall encourage the County to control the grading of land to minimize the impact of soil erosion from wind, water, and landslides in areas with slope instability.

Implementation Programs

Existing programs are deemed sufficient.

BIOLOGICAL RESOURCES

Goal 6.D. To protect, restore, and enhance wildlife habitat that support fish and wildlife species throughout the Crescent City Planning Area.

Policies

- 6.D.1. The City shall support preservation, restoration, and enhancement of the habitats of State or Federally listed rare, threatened, endangered, and/or other special status species.
- 6.D.2. The City shall support the preservation or reestablishment of fisheries in the streams within the City, whenever possible.
- 6.D.3. The City should recognize and encourage the various uses of wildlife and their habitat, including such activities as passive watching, scientific studies, educational purposes, and hunting and fishing.
- 6.D.4. The City shall continue to consult with the California Department of Fish and Game for identification and protection of rare, threatened, and endangered plant species that may be adversely affected by public or private development projects.
- 6.D.5. The City shall require that new development avoid, as much as possible, ecologically-fragile areas (e.g., areas of rare or endangered species of plants).
- 6.D.6. The City shall require that development on hillsides be limited to maintain natural vegetation, especially forests and open grasslands, to control erosion.
- 6.D.7. The City shall continue to pursue a cooperative role with the U.S. Forest Service and State and National Park services in the protection and continued maintenance of all plants and animal species and their habitat.

- 6.D.8. The City should encourage the maintenance of forest lands in production under the multiple use concept which includes recreation and wildlife habitat.
- 6.D.9. The City shall cooperate with other public agencies to acquire conservation easements to privately-owned lands in order to preserve important wildlife corridors and to provide habitat protection of State or Federally listed rare, threatened, or endangered, and/or other special status species.

Environmentally-Sensitive Habitat Areas Policies

- 6.D.10. The City shall define the following as specific environmentally-sensitive habitat areas:

Coastal Wetland - Lands within the coastal zone which may be covered periodically or permanently with shallow water such as saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, bogs, and fens. ☞

Riparian Vegetation - The plant cover normally found along water courses including rivers, streams, creeks and sloughs, usually characterized by dense growths of trees and shrubs.

- 6.D.11. The City shall maintain maps that identify the locations of specific environmentally-sensitive coastal wetlands and riparian habitat areas within the incorporated portion of the Crescent City Planning Area. Due to the scale of such maps, questions may arise as to the specific boundary limits of an identified environmentally sensitive habitat area. Where there is a dispute over the boundary or location of an environmentally sensitive habitats area, the City may request the applicant to provide the following information:
- a. A base map delineating topographic lines, adjacent roads, location of dikes, levees, flood control channels, and tide gates;
 - b. Vegetation map;
 - c. Soils map; and
 - d. A biologist's report, where necessary. ☞

Coastal Sand Dune Policies

- 6.D.12. To ensure their values as groundwater recharge regions and wildlife habitats, the City shall encourage the maintenance in their existing states or return to their natural states where feasible of coastal sand dunes, as mapped on the City sensitive habitat maps. ☞
- 6.D.13. The City shall discourage the removal or unnecessary disturbance of dune vegetation. ☞

Coastal Wetlands Policies

- 6.D.14. If it is determined that a designated sensitive habitat area is a wetland, the City shall require that a study be conducted of the area to define the precise boundary of the wetland. City approval of any development in this area shall await the applicant's completion of a site-specific study of the presence and location of wetlands. The study shall utilize the criteria contained in the U.S. Army Corps of Engineers Wetlands Delineation Manual. The City shall, on the basis of this study and after consulting with the California Department of Fish and Game and U.S. Army Corps of Engineers, determine whether all or part of the site constitutes wetlands, and will apply General Plan policies accordingly. ☞
- 6.D.15. The City shall permit the diking, filling, or dredging of wetlands in accordance with other applicable provisions of this General Plan where there is no feasible less environmentally-

damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects. Within the coastal zone, such projects shall be limited to those identified in Section 30233 of the Coastal Act. ☞

- 6.D.16. The City shall ensure that development in areas adjacent to environmentally-sensitive wetland habitat areas be sited and designed to prevent impacts which could significantly degrade such areas, and shall be compatible with the continuance of such habitat areas. The primary tool to reduce impacts around wetlands between the development and the edge of the wetland shall be a buffer of 50 feet in width. A buffer of less than 50 feet may be utilized where it can be determined that there is no adverse impact on the wetland. A determination to utilize a buffer area of less than 50 feet shall be made in cooperation with the California Department of Fish and Game and the City's determination shall be based upon specific findings as to the adequacy of the proposed buffer to protect the identified resource. Firewood removal by owner for on site use and commercial timber harvest pursuant to CDF timber harvest requirements are to be considered as allowable uses within 50-foot buffer areas. ☞
- 6.D.17. The City shall require that dredging and spoils disposal be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment (as determined by compliance with 404 permit requirements) should be used for such purposes to appropriate beaches or into suitable longshore current systems. ☞
- 6.D.18. The City shall discourage direct runoff of pollutants and siltation into wetland areas from development. Development shall be designed in such a manner that pollutants and siltation will not significantly adversely affect the value or function of wetlands. ☞
- 6.D.19. The City shall require new development to mitigate wetland loss through any combination of the following, in descending order of desirability:
- a. Avoidance of wetland habitat;
 - b. Where avoidance is not possible, minimization of impacts on the resource; or
 - c. Replacement, including use of a mitigation banking program. ☞
- 6.D.20. In cases where the City requires replacement for a wetland loss, the level of replacement will be determined according to the following criteria:
- a. On-site mitigation shall be preferred to off-site, and in-kind mitigation shall be preferred to out-of-kind;
 - b. Functional replacement ratios may vary to the extent necessary to incorporate a margin of safety reflecting the expected degree of success associated with the mitigation plan; and
 - c. Acreage replacement ratios may vary depending on the relative functions and values of those wetlands being lost and those being supplied, including compensation for temporal losses. ☞

Riparian Area Policies

- 6.D.21. The City shall ensure that riparian vegetation be maintained along streams/creeks, and other water courses for their qualities as wildlife habitat, stream buffer zones, and bank stabilization. ☞
- 6.D.22. The City shall require mitigation for development projects where segments of stream habitat are unavoidably altered. Such impacts should be mitigated on-site with in-kind habitat replacement or elsewhere in the stream system through stream or riparian habitat restoration work. ☞

- 6.D.23. The City shall require development projects proposing to encroach into a creek corridor or creek setback to do one or more of the following, in descending order of desirability:
- a. Avoid the disturbance of riparian vegetation;
 - b. Replace riparian vegetation (on-site, in-kind);
 - c. Restore another section of creek (in-kind); and/or
 - d. Participate in a mitigation banking program. ☞
- 6.D.24. The City should provide for diversified recreational use of fish and wildlife while providing preservation of their habitat. ☞
- 6.D.25. The City should seek funding to reestablish riparian vegetation in selected stream corridors. ☞
- 6.D.26. The City shall continue to require the use of feasible and practical best management practices (BMPs) to protect streams from the adverse effects of construction activities and urban runoff and to encourage the use of BMPs for agricultural activities. ☞ [See also Policy 4.E.9.]

Implementation Programs

Existing programs are deemed sufficient.

AIR RESOURCES

Goal 6.E. To protect and improve air quality in Crescent City and the region.

Policies

- 6.E.1. The City shall cooperate with other agencies to develop a consistent and effective approach to air quality planning and management. To this end, the City shall coordinate with other jurisdictions on the North Coast to establish parallel air quality programs and implementation measures. ☞
- 6.E.2. The City shall support the North Coast Unified Air Quality Management District (NCUAQMD) in its development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds, and rules to more adequately address the air quality impacts of new development. ☞
- 6.E.3. The City shall solicit and consider comments from local and regional agencies on proposed projects that may affect regional air quality. ☞
- 6.E.4. The City shall submit major development proposals to the NCUAQMD for review and comment in compliance with California Environmental Quality Act (CEQA) prior to consideration by the appropriate decision-making body. ☞
- 6.E.5. The City shall encourage project proponents to consult early in the planning process with the City and the NCUAQMD regarding the applicability of transportation control measures (TCM) programs. ☞

- 6.E.6. The City shall encourage development to be located and designed to minimize direct and indirect air pollutants. 
- 6.E.7. In reviewing project applications, the City shall consider alternatives or amendments that reduce significant emissions of air pollutants. 
- 6.E.8. The City shall support and participate in the air quality education programs of the NCUAQMD.
- 6.E.9. The City shall require developers to pave all access roads, driveways, and parking areas serving new commercial and industrial development. 
- 6.E.10. The City shall not accept any unpaved roads into the City-maintained public road system. 

Implementation Programs

Existing programs are deemed sufficient.

AGRICULTURAL RESOURCES

Goal 6.F. To promote development of agricultural uses that support the continued viability of agricultural activities in the Crescent City Planning Area.

Policies

- 6.F.1. The City shall encourage the County to require development within or adjacent to designated agricultural areas to incorporate design, construction, and maintenance techniques that protect agriculture and minimize conflicts with adjacent agricultural uses.
- 6.F.2. The City shall encourage the County to require new non-agricultural development immediately adjacent to agricultural lands to be designed to provide a buffer in the form of a setback of sufficient distance to avoid land use conflicts between the agricultural uses and the non-agricultural uses.
- 6.F.3. The City shall encourage the County to support appropriate efforts by private conservation organizations to use conservation easements as a tool for agricultural preservation.

Implementation Programs

Existing programs are deemed sufficient.

TIMBER RESOURCES

Goal 6.G. To conserve forest resources, enhance the quality and diversity of forest ecosystems, reduce conflicts between forestry and other uses, and to encourage a continued yield of forest products in the Planning Area.

Policies

- 6.G.1. The City shall encourage the County to continue to maintain in a commercial timberland use those lands possessing climate and soils suitable for growing commercial conifer timber crops (including spruce) through the State Timberland Production Zone (TPZ) program.
- 6.G.2. The City shall encourage the County to ensure that other lands within the Coastal Zone designated Timberland, and not identified as commercial timberland per Policy 6.G.1 and not specifically designated for another use, shall be included as commercial timberland and subject to the restrictions of Policy 6.G.1.
- 6.G.3. The City should encourage the County to require the placement of commercial timberland uses and adjacent uses so that, in general, lower intensity uses are adjacent to commercial timberlands with higher intensity uses placed in a logical transition away from these timberlands. Lower intensity uses shall include other resource activities as set forth in the Agriculture, Marine, and Water Resources policies of this General Plan.
- 6.G.4. The City shall encourage the County to protect commercial timberland and timber production activities from development practices that erode their economic viability. The City shall encourage the County to design new non-timber development immediately adjacent to timberlands to provide a buffer in the form of a setback of sufficient distance to avoid land use conflicts between timber management and the non-timber uses.
- 6.G.5. The City and County recognize commercial timberland as a resource in its own right as well as a protector of many other resources and shall strive to maintain commercial forest land as such.
- 6.G.6. The City and County shall support the productive use of all wood waste generated in the county.
- 6.G.7. The City shall, if given the opportunity, encourage the California Department of Forestry to continue to give special consideration of the scenic quality of the lands at the Sitka Spruce Grove/Crescent City Marsh which are designated as a Special Treatment Area under the Coastal Act and Forest Practices Act.

Implementation Programs

Existing programs are deemed sufficient.

6.1.1	The City of Crescent City is located in the heart of the San Francisco Bay Area, a region known for its natural beauty and diverse ecosystems. The City's natural resources are a vital part of its identity and heritage, and it is the City's responsibility to protect and preserve them for the benefit of current and future generations.
6.1.2	The City's natural resources include its forests, wetlands, and wildlife. These resources provide a variety of ecosystem services, including carbon sequestration, water filtration, and habitat for native species. The City's natural resources are also a source of recreation and inspiration for its residents.
6.1.3	The City's natural resources are threatened by a variety of factors, including climate change, land use change, and pollution. The City's policies and programs must take into account these threats and work to minimize their impacts on the City's natural resources.
6.1.4	The City's policies and programs should be based on the following principles:
6.1.5	a. The City's natural resources are a public trust, and the City has a duty to protect and preserve them for the benefit of all its residents.
6.1.6	b. The City's policies and programs should be based on the best available science and information.
6.1.7	c. The City's policies and programs should be integrated with its other policies and programs.
6.1.8	d. The City's policies and programs should be flexible and adaptive to changing circumstances.
6.1.9	e. The City's policies and programs should be based on the principle of precaution.
6.1.10	f. The City's policies and programs should be based on the principle of equity.
6.1.11	g. The City's policies and programs should be based on the principle of transparency.
6.1.12	h. The City's policies and programs should be based on the principle of accountability.
6.1.13	i. The City's policies and programs should be based on the principle of participation.
6.1.14	j. The City's policies and programs should be based on the principle of innovation.
6.1.15	k. The City's policies and programs should be based on the principle of collaboration.
6.1.16	l. The City's policies and programs should be based on the principle of leadership.
6.1.17	m. The City's policies and programs should be based on the principle of excellence.
6.1.18	n. The City's policies and programs should be based on the principle of integrity.
6.1.19	o. The City's policies and programs should be based on the principle of respect.
6.1.20	p. The City's policies and programs should be based on the principle of responsibility.
6.1.21	q. The City's policies and programs should be based on the principle of justice.
6.1.22	r. The City's policies and programs should be based on the principle of compassion.
6.1.23	s. The City's policies and programs should be based on the principle of courage.
6.1.24	t. The City's policies and programs should be based on the principle of wisdom.
6.1.25	u. The City's policies and programs should be based on the principle of hope.
6.1.26	v. The City's policies and programs should be based on the principle of faith.
6.1.27	w. The City's policies and programs should be based on the principle of love.
6.1.28	x. The City's policies and programs should be based on the principle of peace.
6.1.29	y. The City's policies and programs should be based on the principle of unity.
6.1.30	z. The City's policies and programs should be based on the principle of harmony.
6.1.31	aa. The City's policies and programs should be based on the principle of balance.
6.1.32	ab. The City's policies and programs should be based on the principle of health.
6.1.33	ac. The City's policies and programs should be based on the principle of wealth.
6.1.34	ad. The City's policies and programs should be based on the principle of power.
6.1.35	ae. The City's policies and programs should be based on the principle of knowledge.
6.1.36	af. The City's policies and programs should be based on the principle of wisdom.
6.1.37	ag. The City's policies and programs should be based on the principle of love.
6.1.38	ah. The City's policies and programs should be based on the principle of peace.
6.1.39	ai. The City's policies and programs should be based on the principle of unity.
6.1.40	aj. The City's policies and programs should be based on the principle of harmony.
6.1.41	ak. The City's policies and programs should be based on the principle of balance.
6.1.42	al. The City's policies and programs should be based on the principle of health.
6.1.43	am. The City's policies and programs should be based on the principle of wealth.
6.1.44	an. The City's policies and programs should be based on the principle of power.
6.1.45	ao. The City's policies and programs should be based on the principle of knowledge.

A large, dark, stylized graphic of a tsunami wave dominates the center of the page. The wave is depicted with a thick, black silhouette, showing a large, curling crest and a smaller, white, foamy base. The text "TSUNAMI EVACUATION ROUTE" is superimposed on the white base of the wave. The word "TSUNAMI" is in a bold, sans-serif font, and "EVACUATION ROUTE" is in a larger, bold, sans-serif font, both in white capital letters.

**TSUNAMI
EVACUATION
ROUTE**

Section 7
Health & Safety

SECTION 7

HEALTH & SAFETY

This section contains the goals, policies, and programs that set the basic framework for the protection of public health and safety related to natural and man-made safety hazards. This section includes goals, policies, and programs addressing the following subjects:

- General Hazards;
- Seismic Hazards;
- Geologic Hazards;
- Flood Hazards;
- Fire Hazards;
- Hazardous Materials;
- Disaster Planning; and
- Noise.

GENERAL HAZARDS

Goal 7.A. To protect the public health, safety, and welfare and minimize the damage to structures, property, and infrastructure as a result of seismic, geologic, fire, and flood hazards.

Policies

- 7.A.1 The City shall evaluate proposed projects and land use policy decisions based on the environmental hazards identified in this element. Low intensity/occupancy uses (such as open space, agricultural production, or extremely low density residential land use) shall be preferred in hazard areas.
- 7.A.2 The City shall work with local, State, and Federal agencies to maintain natural hazards information or sources of information that can be used to fulfill the natural hazard disclosure statements.
- 7.A.3 To the extent practicable, the City shall discourage the location of “critical facilities or uses” from being located in areas subject to natural hazards as identified in this section. For purposes of the General Plan, “critical facilities or uses” are defined as facilities or uses (i.e., hospitals, fire stations, utility installations, communication centers) that would be used to respond to the needs of the City in the event of a natural or manmade hazardous event or uses with high occupancies, such as schools.

Implementation Programs

Existing programs are deemed sufficient.

SEISMIC HAZARDS

Goal 7.B. To minimize the loss of life, injury, and property damage due to seismic hazards.

Policies

- 7.B.1. Since no active or potentially active earthquake faults have been identified within Crescent City Planning Area, the provisions of the Alquist-Priolo Special Studies Zone are not applicable.

- 7.B.2. The City shall utilize the most current seismic design criteria in the construction of new public buildings. Buildings meant to accommodate activities and equipment related to public safety, especially police, fire, and communications services, should be constructed to ensure continued operation and availability of services after an earthquake.
- 7.B.3. The City should consider establishing a program to have structures highly susceptible to seismic damage either reinforced or demolished. Priority for abatement action should be based on the type of occupancy and the severity of risk.
- 7.B.4. The City shall require site-specific investigations prior to the construction of all high intensity and/or public use structures. Site-specific investigations should assess the potential for liquefaction induced ground failures and suggest measures to mitigate the hazards from vertical and/or horizontal displacement. If it is found that engineering techniques cannot mitigate the hazards to within acceptable risk levels appropriate with the intended land use, the location of the proposed development shall be reconsidered.
- 7.B.5. The City shall continue to use the amended California Uniform Building Code, and adopt the new version if appropriate to the City's needs.
- 7.B.6. In order to minimize risks, the City should periodically inspect and improve new public roads, bridges, and overpasses should be designed to the most current seismic design criteria, and existing bridges.
- 7.B.7. To reduce the probability of ruptured utility lines, the City shall ensure that new major pipes, both for sewer and water, be made of the strongest, most flexible materials available and still be economically feasible.
- 7.B.8. The City, in conjunction with local, State and Federal agencies, should begin a program of disseminating available seismic safety information to citizens and property owners.
- 7.B.9. The City should require all public and private schools within the City to undergo periodic inspections and upgrading, when necessary, to ensure conformity to current Field Act Standards.
- 7.B.10. The City shall require that construction contemplated in low-lying coastal areas, those in the zone of possible run-up, be designed in accordance with recommendations stated in the report entitled, *Protection of Crescent City, California From Tsunami Waves*.
- 7.B.11. The City should encourage State and Federal agencies to further investigate the phenomena of "resonance" in the coastal area off Crescent City to see if remedial measures could be instituted to decrease the effect.
- 7.B.12. The City should urge State and Federal agencies to develop new programs to aid local governments in dealing effectively with existing buildings and facilities that might present a hazard to life and property in the event of a severe earthquake.
- 7.B.13. The City should urge State and Federal agencies to continue research aimed at refining earthquake data and developing workable building code provisions based on seismic monitoring and construction technology and testing.

Implementation Programs

- 7.1 The City should review existing codes and ordinances regulating development and modify them if necessary to ensure their consistency with seismic policies.

Responsibility: Building Department

Time Frame: First five years

- 7.2 The City shall recommend that programs be initiated through the Uniform Code for the Abatement of Hazardous Structures for the identification and abatement of buildings susceptible to earthquake damage. These programs should be long range in order to avoid economic hardship and/or dislocation problems. Structures should be allowed to remain as is if their occupancy is significantly reduced, or if their use is made less critical. In establishing a program of hazardous building abatement, the following structures should be given priority:

- unreinforced masonry structures;
- buildings constructed prior to a specific date determined by the history of adoption and enforcement of building codes; and
- critical facilities: essential facilities whose use is necessary during an emergency, building whose occupancy is involuntary, high occupancy buildings.

Single family dwellings should be given lowest priority in abatement programs, since they are predominantly wood frame construction and should, therefore, perform relatively well during seismic shaking.

Responsibility: Building Department

Time Frame: Ongoing

- 7.3 The City, with the assistance of other governmental agencies, should develop and disseminate seismic safety information to the City's citizens. This should include such matters as:

- what to do in case of an earthquake;
- how to get official information in case of a disaster;
- directions to the closest disaster center; and/or
- public health information.

Responsibility: Building Department

Time Frame: As needed

- 7.4 The City should ensure that adequate records are kept of the materials penetrated and rates of penetration in water (or other) wells drilled in the Smith River Plain. Generally, one or two core holes fifty feet deep should accomplish this, drilled under the supervision of an engineering geologist.

Responsibility: Public Works Department

Time Frame: As needed

GEOLOGIC HAZARDS

Goal 7.C. To minimize the loss of life, injury, and property damage due to geological hazards.

Policies

7.C.1. Any development proposed adjacent to a coastline erosion area should be preceded by:

- an assessment of the rates of coastal retreat;
- in the case of bluffs, a detailed examination of underlying geology by a registered geologist or engineering geologist; and
- an analysis of the potential for tsunami run-up.

The results of the assessment of coastal retreat and geologic analysis shall be utilized to identify the setback or special construction measures required to insure that the proposed development will not require the use of shoreline protection over the full economic life of the proposed development (i.e. 75-100 years). ☞

7.C.2. In lieu of the above, the City may establish specific area setbacks of sufficient distance to mitigate potential coastal erosion hazards. ☞

7.C.3. The City shall petition appropriate Federal and State agencies to aid in a study of coastal bluff erosion and its impact on the Crescent City Harbor. The study should include:

- the source of harbor deposition material, specifically the impact of beach erosion north of Battery Point;
- the impact harbor deposition has on beach sand replenishment south of Crescent City Harbor;
- the impact of harbor dredging practices on the former hospital site west of Front and A St.;
- the impact of harbor dredging on potential tsunamis hazard;
- the direct and indirect costs of harbor dredging to the City; and
- the economic benefit of harbor dredging to the City.

Additionally, the City should request of the U.S. Army Corps of Engineers a more detailed study of the critical coastline erosion areas in and adjacent to Crescent City, to ascertain the feasibility of installing seawalls, as recommended by the Corps. ☞

7.C.4. The City should maintain in its Public Works division a public file of all geological and soil investigations.

7.C.5. The City should support the County's efforts to inform the public of how they can minimize slope stability problems on their own property.

7.C.6. The City, in conjunction with other governmental agencies, when feasible, should utilize lands subject to severe geologic hazards for low intensity park and recreational activities or open space.

7.C.7. The City shall require that any construction contemplated on filled areas be preceded by an analysis of the fill and its capabilities or limitations.

Implementation Programs

7.5 The City should designate a responsible person to coordinate the ongoing implementation of those geologic hazard policies which will require engineering and/or geologic expertise. Under this person's direction, procedures should be established for:

- 1) requiring detailed geologic and/or soils investigations for proposals within landslide and coastal erosion areas designated herein;
- 2) reviewing of such investigations;
- 3) establishing a systematic filing procedure for such investigations so that over time, a detailed database can be developed for specific areas;
- 4) establish a standardized landslide and coastal erosion report procedure and format; and
- 5) develop and make available to the public upon request information on potential slope stability problems and mitigation measures designed for the City; and
- 6) establishing the required building setbacks and/or foundation design for proposed new development based upon the full economic life of the proposed new development (i.e. 75-100 years) such that the need for future shoreline protection works is fully precluded.

Responsibility: Public Works Department

Time Frame: First two years

FLOOD HAZARDS

Goal 7.D. To protect the lives and property of the citizens of Crescent City from hazards associated with development in floodplains.

Policies

- 7.D.1. The City shall discourage inappropriate development in flood prone areas.
- 7.D.2. The City's emphasis on flood control should be aimed at restricting development in flood prone areas, and not rely on traditional structural flood control techniques.
- 7.D.3. When structures are deemed necessary in flood prone areas, the City should require appropriate flood proofing standards.
- 7.D.4. The City should revise floodplain districts to coincide with flood prone areas designed in conjunction with the National Flood Insurance Program.
- 7.D.5. The City should restrict and control construction of roads in flood prone areas due to their growth inducement potential.
- 7.D.6. The City shall maintain/develop an effective emergency warning system is of critical importance for flood hazard areas.
- 7.D.7. The City should use the National Flood Insurance Program as a framework for the City's flood damage prevention policies and programs.
- 7.D.8. The City should provide flood hazard information for owners and buyers of lands which are unsuited for intended purposes because of flood or shore erosion hazard.

Implementation Programs

- 7.6 The City should review all existing flood proofing structural standards to ensure their adequacy, and/or need for their revision.

Responsibility: Building Department

Time Frame: First two years

- 7.7 The City should ensure that the Public Works Department has the opportunity to review, comment, and make recommendations on any development proposal which might be affected by flooding.

Responsibility: Public Works Department

Time Frame: As needed

- 7.8 The City should investigate methods for the permanent retention of flood prone areas in open space or low intensity use. Methods to be studied should include, but not be limited to:

- fee simple purchase;
- purchase of easements;
- development rights;
- leaseback and saleback;
- tax delinquent property;
- mandatory dedication;
- tax incentives;
- donation; and
- land banking.

Responsibility: Public Works Department

Time Frame: First five years

- 7.9 The City should develop, and make available to the public upon request, information on flood prone areas and City policies dealing with them.

Responsibility: Public Works Department

Time Frame: Ongoing

FIRE HAZARDS

- Goal 7.E.** To prevent and minimize the risk of loss of life, injury, and property damage resulting from unwanted fires.

Policies

- 7.E.1. The City should avoid, where possible, the development of areas identified as fire hazard areas. Structures located in extreme or high fire hazard areas should be constructed with fire-resistant materials, utilizing fire-resistant design standards, and the surroundings should be irrigated. 
- 7.E.2. The City shall develop a set of basic design standards for fire-resistant design. 
- 7.E.3. Projects which encroach into areas which are determined to have a high or extreme fire hazard shall

be reviewed by the appropriate Fire Agency to determine if special fire prevention measures are advisable. 

7.E.4. The City should not approve major developments if fire fighting services are not available or are not adequate for the area. 

7.E.5 These City shall apply the following standards to all subdivisions planned for structural development. 

- There will be at least two different ingress/egress routes.
- The minimum right of way for any street, roadway, or thoroughfare within a subdivision shall conform to the classifications and improvements of the City's Public Facility Design Standard requirements. Where critical conditions warrant, added width for vegetative treatment or vehicle turn-outs may be recommended.
- Cul-de-sacs should not exceed 600 feet, terminated by a turn-around right-of-way of not less than 90 feet in diameter.
- Street grades shall be limited to 15 percent, except for short distances where topographic conditions make lesser grades impractical.
- No street or road shall have a center line radius of curvature of less than 50 feet.
- No dead end roads are allowed within any subdivision unless deeded limited access emergency service roads tie two or more dead end roads together. Emergency service roads shall be no less than 16 feet wide with a 24 foot right-of-way.
- All streets and roads will be named and signed at each intersection with a street sign containing street names in letters at least four inches high. The street sign will also show block number and directional arrows in numbers at least one inch high. All improved lots must display four inch high house numbers on the curb in front of the lot, on the house, or on a sign not less than three feet high conspicuously posted with numbers four inches high readily readable from the frontage street.
- Any lot within a subdivision that does not have street or thorough-fare frontage must have two ingress/egress routes. One of these routes may be a service alley with no less than 20 feet right of way and no more than 300 feet in length.

7.E.6 The County Fire Protection Districts' shall conduct a review of structures in the county that do not meet current fire code. A list of these structures shall be prepared, and a system shall be designed to assign priorities for retrofitting. This program shall be conducted in conjunction with the County's current efforts to retrofit such structures.

7.E.7 The city shall coordinate with utility providers to develop a plan for directing existing water supply and or finding alternative water supplies for use during fire fighting activities that may occur in the areas surrounding Crescent City.

Implementation Programs

- 7.10 The City should ensure that appropriate fire prevention agencies are consulted for review and recommendations relative to all development proposals in fire prone areas. 

Responsibility: Planning Department, local fire protection districts
Time Frame: Ongoing

HAZARDOUS MATERIALS

- Goal 7.F.** To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous material wastes.

Policies

- 7.F.1. The City shall provide educational materials and information to the public regarding the types of household hazardous waste and the proper methods of disposal.
- 7.F.2. The City shall provide disposal options to the public for the proper disposal of household hazardous waste.
- 7.F.3. The City shall ensure that new hazardous waste facilities and those commercial and industrial land uses that use or produce hazardous materials or waste are sited in an appropriate manner to maintain an acceptable level of risk.
- 7.F.4. The City shall maintain a hazardous materials response capability for the control and cleanup of hazardous materials releases and accidents.
- 7.F.5. The City shall work with the Highway Patrol to limit the movement of hazardous wastes to approved routes within the Crescent City Planning Area.

Implementation Programs

Existing programs are deemed sufficient.

DISASTER PLANNING

- Goal 7.G.** To provide planning, response, and recovery capabilities to deal with the range of natural and manmade hazards that could impact the Crescent City Planning Area.

Policies

- 7.G.1. The City should continue to assign high priority to the maintenance and continual updating of the Emergency Response Plan to ensure that the City will be able to respond effectively in the face of disaster. This plan shall include an effective emergency evacuation system. This system shall include redundant routes to facilitate an effective evacuation. 
- 7.G.2. The City shall design an effective emergency evacuation system for tsunami inundation areas. 

- 7.G.3. The City shall encourage all agencies responsible for public health and safety services to routinely evaluate the response of their facilities to a damaging earthquake and develop contingency plans for post-disaster emergency operations. 
- 7.G.4. Even though location and amount of damage to roads cannot be precisely predicted, the City should prepare and maintain a generalized contingency evacuation plan, indicating alternative routes based on the most probable assumed failures. Such a plan would facilitate efficient emergency operations following a major flood, wildland fire, tsunami, and other seismic events. 
- 7.G.5. Since an effective emergency warning system is of critical importance in the event of tsunami or flood events, the City shall continue to cooperate with all appropriate State and Federal agencies in efforts to improve their facilities and programs for the operation of the early warning system. 
- 7.G.6. The City shall locate VHF receivers, capable of automatically receiving early warning messages, in all hazard prone areas of the City. 

[See also Policy 6.A.15.]

Implementation Programs

- 7.11 In revising and updating the Emergency Response Plan, emphasis should be placed upon Readiness Condition No. 4 (the Normal peace time situation) in accordance with the recommendations outlined in this section, under Disaster Planning. 

Responsibility: Public Works

Time Frame: Ongoing

- 7.12 The City shall develop a public education outreach program and planning initiatives to minimize the risks of both life and property to tsunami hazards. Public education shall be focused on providing hotel/motel fact sheets, beachfront signage, mailers to residents, inclusion local schools' public safety curriculum. The tsunami planning initiatives shall include detailed procedures for hazard assessment, warning, and evacuation response. 

Responsibility: Fire Department

Police Department

Time Frame: FY 01-02

NOISE

- Goal 7.H.** To prevent incompatible land uses, by reason of excessive noise levels, from occurring in the future. This includes protecting sensitive land uses from exposure to excessive noise and to protect the economic base of the city by preventing the encroachment of incompatible land uses within areas affected by existing or planned noise-producing uses.

Policies

- 7.H.1. The City shall consider the following land uses to be "noise sensitive":

- single and multi-family residential;
- group homes;

- hospitals and extended medical facilities;
- schools and other learning institutions;
- libraries; or
- similar uses as may be determined by the City.

7.H.2. Where there are development of new noise sensitive land uses, the City shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation sources exceed 65 CNEL/Ldn or 55 CNEL/Ldn from stationary sources. This study shall include recommendations and evidence to establish mitigation which will reduce noise exposure to acceptable levels.

7.H.3. Transportation-Related Noise. The development of new noise sensitive land uses adjacent to existing or planned transportation facilities or development of new transportation facilities adjacent to existing or planned sensitive land uses shall require a noise impact analysis in areas where current or future exterior noise levels from transportation sources exceeds 65 CNEL/Ldn. This study shall include recommendations and evidence to establish mitigation which will reduce noise exposure to acceptable levels. Areas subject to this criteria are defined as follows:

- Roadway Noise. For major roadways in the city, the future noise levels estimated on Table 7-1 shall be used to determine the applicability of this policy.
- Aircraft Noise. Until completion and adoption of new noise contours for McNamara Field, the noise contours estimated on Figure 7-1 shall be used to determine the applicability of this policy.

7.H.4 Stationary Noise. Proposed projects which include potentially significant noise generation (i.e., with the potential to exceed the standards shown on Table 7-2) or development of new land uses adjacent to an existing or proposed stationary source of noise shall be required to submit a noise study that includes specific recommendations for mitigation. This policy does not apply to noise levels associated with agricultural and gravel extraction (but not processing) operations.

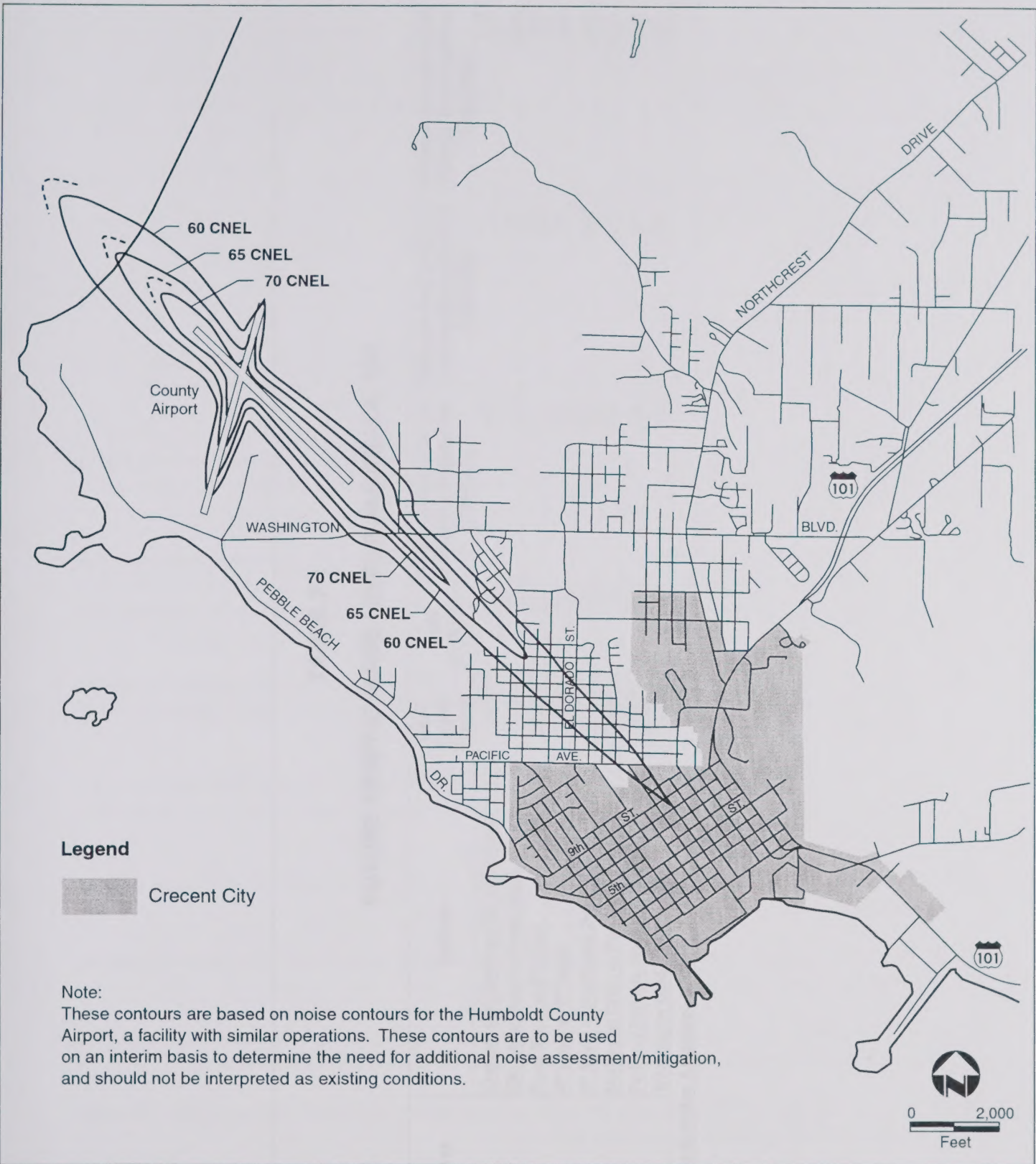


TABLE 7-1
FUTURE TRAFFIC NOISE LEVELS ALONG U.S. 101

Roadway	Segment	Daily Traffic Volume	Ldn @100 feet	Distance (feet) to 70 Ldn Contour from Roadway Centerline	Distance (feet) to 65 Ldn Contour from Roadway Centerline	Distance (feet) to 55 Ldn Contour from Roadway Centerline
	Crescent City limits to Elk Valley Road	6,900	66	54	117	541
	Elk Valley Road to Front Street	19,600	70	100	215	1,000
	Front Street to 4 th Street	29,100	72	136	293	1,359
	4 th Street to 9 th Street	39,500	73	158	341	1,585
	9 th Street to Northcrest Drive	47,200	74	185	398	1,848
	Northcrest Drive to Parkway Drive	20,600	70	100	215	1,000
	Parkway Drive to Washington Blvd.	20,600	70	100	215	1,000
	Washington Blvd. To U.S. 199	20,100	70	100	215	1,000

Source: Jones & Stokes Associates, 2000.

TABLE 7-2**MAXIMUM NOISE EXPOSURE FOR NOISE SENSITIVE AND OTHER USES
DUE TO STATIONARY NOISE SOURCES (HOURLY L_{eq} IN dB^{1,2})**

Duration	Day (7 a.m. to 10 p.m.)	Night (10 p.m. to 7 a.m.)
Sensitive Land Uses (See Policy 2.H.1)		
Residential	62	57
Other Sensitive Land Uses	52	47
Other Land Uses		
Commercial uses	62	57
Industrial and Heavy Commercial uses	67	62

¹As determined at the property line of the receiver. When determining effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property-line noise mitigation measures.

²Sound level measurements shall be made with the noise meter set to the slow response setting.

- 7.H.5. In the event that acceptable outdoor noise levels cannot be achieved by various noise mitigation measures, indoor noise levels for residential uses shall not exceed 45 CNEL/Ldn with windows and doors closed.
- 7.H.6. The City should encourage the Del Norte Unified School District (DNUSD) to locate and design schools so that interior noise levels in classrooms do not exceed 45 CNEL/Ldn and exterior noise exposures do not exceed 65 CNEL/Ldn at classroom buildings and 70 CNEL/Ldn on playgrounds or athletic fields.
- 7.H.7. The City should design and locate passive recreational areas so that noise levels do not exceed 65 CNEL/Ldn and active recreational areas (e.g., sports fields, playgrounds) so that noise levels do not exceed 70 CNEL/Ldn.
- 7.H.8. The City shall encourage the County to investigate the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining minimum flight altitudes, using less noise sensitive flight paths, or flying during less sensitive hours.
- 7.H.9. The City should cooperate with the County and other agencies active in Del Norte County in noise abatement measures.
- 7.H.10. The City should develop performance standards (acceptable noise levels) for residential, public, industrial, commercial, and recreational uses.
- 7.H.11. The City should consider noise standards in future development. The City shall evaluate the new development according to the impact of such development upon the immediate area.
- 7.H.12. The City should not allow existing activities within a commonly zoned area to increase the noise level over 5 dB (A) above the ambient noise level.
- 7.H.13. The City, in recognizing that noise data for the citywide area is limited, should develop a more adequate database as resources become available.

Airport Noise

- 7.H.14. The City shall encourage the County to consider the establishment of an air corridor zone which would alert citizens of the effects of future jet flights upon the area.
- 7.H.15. The City shall encourage the County to consider not allowing the construction of any noise sensitive facilities (i.e., schools, hospitals, etc.) within 1/4 mile of the corridor.
- 7.H.16. The City shall encourage the County to consider any future lengthening of runways to accommodate commercial jet flights should, if feasible, be extended on the northern ends of the runways to reduce noise impact in the approach area.
- 7.H.17. The City shall encourage the County to consider restricting the use of current non-residential land use within the corridor to compatible uses of industrial, commercial, or open space.
- 7.H.18. The City should encourage the County to consider investigating the possibility of a prop-jet air corridor.
- 7.H.19. The City shall encourage the County to consider the compatibility of land use in regards to the noise level generated and the noise level acceptable by adjoining uses of land. No proposed use of land should be allowed which would eventually infringe upon the use of the adjoining land, (unless the proposed use is contractually bound to acceptable performance standards).

Implementation Programs

- 7.13 The City should develop a comprehensive noise ordinance based on quantitative measures of acceptable noise levels identified in this element.

Responsibility: Planning Department

Time Frame: First five years

APPENDIX A

GLOSSARY

7-14

7-14-1. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

7-14-2. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

7-14-3. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

7-14-4. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

7-14-5. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

7-14-6. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

7-14-7. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

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7-14-11. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

7-14-12. The City shall encourage the development of a comprehensive health and safety plan for the City, which shall include a risk assessment of the City's operations and a plan to address the identified risks.

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APPENDIX A

GLOSSARY

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POLICY DOCUMENT GLOSSARY

Annex, v. - To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquaculture - The culture and husbandry of aquatic organisms, including, but not limited to: fish, shellfish, mollusks, crustaceans, kelp, and algae. Aquaculture shall not mean the culture and husbandry of commercially utilized inland crops, including, but not limited to: rice, watercress, and beansprouts.

Archaeological - Relating to the material remains of past human life, culture, or activities.

Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility) - A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility) - A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Biological Productivity - Biological productivity generally refers to the amount of organic material produced per unit time.

Building - Any structure used or intended for supporting or sheltering any use or occupancy.

California Environmental Quality Act (CEQA) - A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Caltrans - California Department of Transportation.

City - City with a capital "C" generally refers to the City of Crescent City government or administration. City with a lower case "c" generally refers to the geographical area of the city, both incorporated and unincorporated territory (*e.g.*, the city bikeway system).

Coastal Highly Scenic Areas - Coastal highly scenic areas are those coastal areas designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation or similar settings consisting of both natural habitat and ocean vistas.

Coastal-Related Development - Any use that is dependent on a coastal-dependent development or use.

Coastal Scenic Areas - Coastal scenic areas are these locally designated coastal vista points, coastal scenic view corridors, and coastal historic scenic resources described in Table 5-3. The specific key viewshed characteristics of which are identified therein and consist of one or more of the following criteria:

1. Broad views of special natural interest to the general public (e.g., Pacific Ocean, off-shore rocks, seacliffs, territorial views of State or National parks);
2. Broad views of distinctive scenes resulting from unique contrasts or diversity between land use and/or landscape patterns (e.g., harbor activities and ocean, urban development and landscape); and
3. Views of special cultural features (e.g., historical structures, significant public works structures, unique maritime settings).

Coastal View Corridor - A coastal view corridor is an extended coastal area along which a pedestrian or vehicle traveler may view scenic resources as described in Table 5-3 and shown in Figure 5-3.

Coastal Vista Point - A coastal vista point is a specific coastal location where scenic resources may be viewed from a stationary setting, as described in Table 5-3 and shown on Figure 5-3.

Coastal Zone, California - That area of the county under the jurisdiction of the California Coastal Act as set forth by Public Resources Code Section 30103 and as delineated by the Local Coastal Program prepared pursuant to the Act.

Collector - Relatively-low-speed, street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Noise Equivalent Level (CNEL) - A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Compatible - Capable of existing together without conflict or ill effects.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Consistent - Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

County - County with a capital "C" generally refers to the government or administration of a county, in the case of the Crescent City General Plan, Del Norte County. County with a lower case "c" generally refers to the geographical area of the county (e.g., the unincorporated county).

Critical Facility - Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

dB - Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA - The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Density, Residential - The number of permanent residential dwelling units per "net" acre of land.

Developable Acres, Net - The portion of a site that can be used for density calculations. For instance, public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land - Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developed - Developed with a structure that is a principal or conditional use permitted under a parcel's land use designation.

Development - On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act, and any other division of land, including lot splits; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practices Act of 1973.

Dredge Spoils - Solid material, such as sand, silt, clay, or rock deposited municipal discharges, that is removed from the bottom of a water body to improve navigation.

Dredge, v - To remove mud or silt from the bottom of a water body using a large machine or implement.

Duplex - A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit - A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Encourage, v. - To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Facility - Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Enhance, v. - To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environmental Impact Report (EIR) - A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Estuary - A coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted by fresh water runoff from the land.

Expressway - A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible - Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Fill - Earth or other substance of material, including piling, placed for the purpose of erecting structures thereon.

Flood, 100-Year - The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Hazard Areas - Those areas subject to inundation by a 100-year flood.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floor Area Ratio (FAR) - The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.00 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.50 would allow 15,000 sq. ft. of floor area; an FAR of 2.00 would allow 20,000 sq. ft.; and an FAR of 0.50 would allow only 5,000 sq. ft.

Freeway - A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Freeways generally are used for long trips between major land use generators.

Geological - Pertaining to rock or solid matter.

Geologic Hazards - Include the following:

1. Seismic hazard areas delineated on fault maps as subject to potential surface rupture, on soil maps indicating materials particularly prone to shaking or liquefaction, and in local and regional seismic safety plans;

2. Tsunami runup areas identified on U.S. Army Corps of Engineers 100-year recurrence maps, by other scientific or historic studies, and other known areas of tsunami risk;
3. Landslide hazard areas delineated on slope stability maps and in local and regional geologic or safety plans;
4. Beach areas subject to erosion; and,
5. Other geologic hazards such as expansive soils and subsidence areas.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Harbor District - A special district, governed by the Harbor commission, with jurisdiction over the Crescent City Harbor.

Hazardous Material - Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Home Occupation - The conduct of business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property.

Household - All those persons--related or unrelated--who occupy a single housing unit.

Housing Unit - The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a manufactured home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Implementation Program - An action, procedures, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Infill Development - Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure - Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Lateral Access - A recorded dedication or easement granting to the public the right to pass and repass over dedicatory's real property generally along the shoreline from the mean high tide line or the crest of the parallel bluff. Lateral accessways should be used for public pass and repass and passive recreational use, unless specified otherwise.

L_{dn} - Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

L_{eq} - The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Levee - A bank constructed to control or confine flood waters.

Level of Service (LOS) - A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service.

Liquefaction - The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo) - The countywide commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

Local Transportation Commission - The Del Norte County Local Transportation Commission is designated as the Regional Transportation Agency and is responsible for producing major transportation documents such as the Regional Transportation Plan, Bicycle Facilities Plan, and Comprehensive Transit Service Plan.

L_{10} - A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Major Energy or Public Works Facility - Any public works project or energy facility that exceeds \$100,000 in estimated cost of construction.

Minimize, v. - To reduce or lessen, but not necessarily to eliminate.

Mitigate, v. - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use - Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multiple Family Building - A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Neighborhood Park - City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise - Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation - Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour - A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Parcel - A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Peak Hour/Peak Period - For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

Person - Any individual, organization, partnership, or other business association or corporation, including any utility, and any federal, state, local government, or special district or an agency thereof.

Planning Area - The Planning Area is the land area addressed by the General Plan.

Policy - A specific statement in text or diagram guiding action and implying clear commitment.

Public and Quasi-Public Facilities - Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Public Works -

1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities.
2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
3. All publicly financed recreational facilities and any development by a special district.
4. All community college facilities.

Quantified Objective (Housing only) - The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

Rare or Endangered Species - A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation - The reuse of resources, usually those present in solid wastes or sewage.

Residential, Multiple Family - Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family - A single dwelling unit on a building site.

Right-of-way - A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Vegetation - Vegetation commonly occurring adjacent to stream and river banks characterized by dense growth of trees and shrubs such as willows, alders, cottonwood, wax myrtle, big leaf maple, California laurel, red elderberry, etc.

River or Stream - A natural watercourse as designated by a solid line or dash and three dots symbol shown on the United States Geological Survey map most recently published, or any well-defined channel with distinguishable bed and bank that shows evidence of having contained flowing water as indicated by scourer deposit of rock, sand gravel, soil, or debris.

Sea - The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean, excluding non-estuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.

Second Unit - A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seismic - Caused by or subject to earthquakes or earth vibrations.

Streetscape - Streetscape refers to the built and natural elements along a road or street. These elements generally include street furniture (i.e., benches), landscaping, water features (i.e., drinking fountains), bus shelters/canopies, kiosks, lighting features, railing/fencing, walls, and litter bins.

On-site Sewage Treatment/Disposal Systems - A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. On-site (septic) systems are often used for individual-home waste disposal where an urban sewer system is not available.

Shall - That which is obligatory or necessary.

Should - Signifies a directive to be honored if at all feasible.

Single-family Dwelling, Attached - A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family Dwelling, Detached - A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Site - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste - Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials.

Special District - Any public agency other than a local government formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. "Special District" includes, but is not limited to, a county service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefitting that area.

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (City or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standard - A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Stream Transition Line - That line closest to a stream where riparian vegetation is permanently established.

Streets, Local - Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Structure - Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Subdivision - The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Subsidence - The gradual settling or sinking of an area with little or no horizontal motion.

Support Facilities - Those facilities that provide ease of public use and maintenance of coastal accessways. Such facilities include signs, lighting, benches, trash receptacles, public telephones, restrooms, showers, bike security racks, public transit loading and unloading areas, parking areas, trail improvements, and fencing.

Tsunami - A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable - Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

Urban Boundary - The urban boundary serves as the limit for which urban services such as sewer and water hookups may be extended.

Use - The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the Zoning Ordinance and General Plan land use designations.

Vacant - Lands or buildings that are not actively used for any purpose.

Vertical Access - A recorded dedication or easement granting to the public the privilege and right to pass and repass over dedicatory's real property from a public road to the mean high tide line. Vertical accessways should be used for pass and repass and passive recreational use, unless specified otherwise.

VLC, the - The VLC, which is an abbreviation for the land use designation Visitor and Local Commercial, refers to the geographic area that starts at Wilson Road, runs south along Highway 101 between K and L Streets to Houston Road, and extends out westward from Highway 101 to A Street between Front and 3rd Streets. This area serves as the focus for regional retail and visitor-serving commercial activities and serves as the "heart" of the downtown Crescent City area.

Visitor-Serving Facilities - Public or private developments that provide accommodations, food and services, including hotels, motels, campgrounds, restaurants, and commercial-recreation developments such as shopping, eating, and amusement areas for tourists.

Watercourse - Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watersheds - Regions or areas drained by a network of surface or subsurface watercourses and have the potential for impacts on coastal streams, wetlands, estuaries, and groundwater basins through runoff and percolation.

Wetland - Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Zoning - The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

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